ARE NOW SHOWING NEW GOODS IN THEIR

GENTLEMEN'S OUTFITTING DEPARTMENT,

including MANY NOVELTIES in :-

SILK and WOOL and SILK TENNIS SHIRTS.

LANE, CRAWFORD & Co.'s 'TROFICAL' FELT HATS.

A full Assortment of SUMMER BOOTS, TENNIS SHOES, and TENNIS BATS.

Gentlemen's Outfitting.

NEW BATHING, DRAWERS.

NEW BATH BLANKETS.

NEW MACINTOSHS'.

NEW UMBRELLAS.

BOOTS AND SHOES.

&c., &c., &c.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND. WITHIN A FEW MINUTES' WALK FROM

GOOD ACCOMMODATION FOR VISITORS.

BILLIARD

THE PRINCIPAL LANDING PLACES.

CHARGES MODERATE.

TIFFIN at 1 o'Clock. DINNER at 7.30.

TIFFIN 50 CENTS. DINNER 75 CENTS.

Wines, Spirits and Malt Liquoes of the very best quality only.

ROBERT LANG & CO..

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

\_\_\_\_(÷)-----

EX LATE ARRIVALS.

OUR SPRING STOCK OF

HANDKERCHIEFS, &c.

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central

and airy positions in the Colony and commanding a splendid view of almost

the entire harbour and within five minutes' walk of the principal Government

Offices (including the Post Office), Banks, &c, has recently been much en.

comfortable and handsome manner, suited to the requirements of the Far East.

larged and improved and is now one of the principal Horais in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious,

The HOTEL also contains handsome and comfortable Reception, READING, BILITARD

The HOTEL is unsurpassed for comfort, convenience and quick service.

CHRISTY'S FELT, TERAI and STRAW HATS,

Hotel,

Messrs. DORABJEE & HING KEE,

Proprietors.

TO LET.

DAVID SASSOON, SONS & Co.

SHARP & Co.

Estate Agents.

TO BE LET.

TO COMS in COLLEGE CHAMBERS.

I No. 16, HOLLYWOOD ROAD.

Hongkong, March 23, 1887.

VENTILATED

CENTLEMEN'S SHIRTS and COLLARS,

PANTS and HALF-HOSE,

UMBRELLAS,

BOOTS and SHOES,

Wictoria

UNDERVESTS.

Hongkong, April 6, 1887.

large DINING HALL.

and Smoking Rooms.

Continental languages are spoken.

Fancy CAMBRIC SOURVES and TIES.

The Newest SUMMER CRAVATS.

BATHING COSTUMES and DRESSES.

LADIES' Fancy BATH WRAPS.

TERAI, SOFT FELT, and TENNIS HATS.

BATH TOWELS and SPONGES.

· UMBRELLAS and RAIN COATS.

SUN HATS and STRAW HATS.

LANE, CRAWFORD & Co.

LADIES' WATERPROOF CLOAKS.

Furnishing Department

NEW FLOOR OIL CLOTES

NEW STAIR OIL CLOTHS

NEW TABLE LINEN.

New Sheetings.

NEW TAPESTRIES.

NEW DOOR MATS.

BATHING TENTS.

NEW HEARTH RUGS.

&c., &c. &c.

R 0.0 M

NEW TABLE NAPKINS.

TNDERSHIRTS and DRAWERS.

Hongkong, May, 1887.

NEW HATS.

NEW FLOWERS.

NEW WINGS.

NEW RIBBONS.

NEW SILK GLOVES.

NEW BOOTS AND SHOES.

VICTORIA EXCHANGE, April 23, 1887.

(T E L E P H O N E 21).

Hongkong, April 1, 1887.

Fancy and Plain SUMMER HALF-HOSE.

New LAWN TENNIS JERSEYS.

LANE, CRAWFORD & Co.'s S ecial Extra Thin CAMBRIC SHIRTS.

NEW SHIRTS.

NEW COLLARS.

NEW DRAWERS.

NEW VESTS.

Prospectus.

G. DE OHAMPEAUX, Esq. J. O. ROSSELET, Esq. G. F. GRAHAM, Esq. Secretary:

MB. J. WILLMOTT. Bankers:

BANKING CORPORATION.

MESSRS. WOTTON & DEACON.

No. 36, QUEEN'S ROAD, HONGKONG. ABRIDGED PROSPECTUS: THE Company was incorporated as a Company, Limited, by Shares on the

30th April, 1887, for carrying on a Fishery SHARKS and other MARINE PRODUCTS, such as TORTOISE SHELL and BECHE-DE-MER. The WHITE SHARK is a Product of Great Commercial Value on account of its Fine which are used as food by the Chi-

liver, and its skin. There is a region in the Pacific Ocean where these Sharks abound in such numbers that there is little doubt of the success of an expedition for their capture.

The Company will acquire and fit a suitable vessel and have secured the services of Captain F. D. WALKER as leader of the expedition. This Gentleman has full knowledge of the habitat of the Species of this Fish. In lieu of a fixed salary, Captain WALKER

and will himself pay the salaries of the First, Second and Third Officers. The Crew will receive a guaranted minimum for wages and the bonus or precentage presently men-Provisions and outfits for a voyage es-

Capital. of which \$20 each will

be paid on allotment.....\$30,000 Estimated cost of ship and outfit, apparatus, stores, insurance, advance, wages to Orew &c.,....\$20,000 Preliminary expenses & contingencies ...... 5,000 Bonus to Capt. Walker. 5,000 Estimated Revenue. Proceeds of 200 tons (50,400 Gals) shark liver oil at \$80 per ton 16,000

quantity of oil will yield 500 piculs superior fins at \$80..... 40,000 chedemerandsundries are not valued, although they may be expected to produce about \$10,000.....

\$36,000

Net balance of Profits .. 20,200 \$36,000 The sum of \$20,200 would be at the dis posal of the Shareholders, and should the venture be then closed there would be, it is estimated, \$10,000 worth of property, the

If the venture should be resumed a sum

of about \$7,000 would be required to refit and reman the ship, &c., and a reserve of \$2,500 to gover further depreciation could be kept. The bulance would suffice for a The only agreements in existence affecting the undertaking are an agreement dated the 10th May 1887, between Mr. G. DE CHAMPEAUX, on behalf of the Company, and Oaptain Walker, whereby the latter was appointed leader of the expedition upon the terms therein contained, and an agreement of the same date between Mr. DE CHAM-PRAUE, on behalf of the Company, and Mr. JOHN WILLMOTT, whereby the latter was appointed the Secretary of the Company. Both these agreements are open to inspections the Company's office, whore Copies of the Prospectus and Forms of application for Shares can be obtained and a copy of Applications for Shares will be received by the Company's SEGRETARY up to and inclusive of the 20th May, 1887.

Shipping.

The Stemmship

Lennox,

J. THEARLE, Commander,

will be despatched for the

ADAMSON, BELL & Co., Agents.

Notices to Consignees.

STEAMSHIP ANADYR COMPAGNIE DES MESSAGERIES

NOTICE TO CONSIGNEES.

MARITIMES.

CONSIGNEES of Cargo from London, Antwerp and Havre, ex S.S. Indus and Romanul, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and Valuables are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignous before 10 a.m. To-MORROW (Saturday), the 14th May, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATUR-DAY, the 21st May, 1887, at Noon, will

be subject to rent, and landing charges at one cent per packet per diem. All Claims must be sent in to me on or before Monday, the 23rd May, 1887, or they will not be recognised. No Fire Insurance has been effected.

G. DE CHAMPEAUX.

Hongkong, May 13, 1887. COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense. No Fire Insurance has been effected.

Ex Labourdonnais and Melbourne. Q S (in diamond), 1/3=3 cases Chisels. Augers, &c., from London, consigned to Order.

G. DE CHAMPEAUX, Agent.

Hongkong, April 14, 1887.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co.

Hongkong, January 1, 1882. NOTICE, QUEEN FIRE INSURANCE COM-

PANY. THE Undersigned are prepared to accept Risks on First Class Godowns at & por cent. net premium per annum.

NORTON & Co., Agents. Hongkong, May 19, 1881.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, Two MILLIONS STERLING. THE Undersigned are prepared to grant

POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Lafe Assurances will be received, and transmitted to the Directors

or their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton

Hongkong, January 4, 1867.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First,

л. р. 1720. THE Undersigned baving been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. Fire Department.

Policies issued for long or short periods at urrent rates. Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. SUMMER TIME TABLE.

THE KOWLOON FERRY. STRAM-LAUNCH

MORNING STAR

Runs Daily as a FERRY BOAT between Peddar's Wharf and Taim-Tea-Tsui at the following hours:-This Time Table will take effect from the 15th April, 1887.

WEEK DAYS. cares K'loon, Leaves H.K. Leaves K'loon, Leaves H.K. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 7.30 ,, 8.00 ,,

8.50 , 9.00 , 9.00 , 10.15 , 9.40 , 10.15\*, 10.30 , 10.45 , 10.50\*, 12.30 P.M. 11.00 , NOON. 12.45 P.M. 1.00 , 12.30 P.M. 1.15 P.M. 5.55 , 6.15 ,, 8.45 7.00

\* There will be no Launch on Monday and Friday, on account of cosling. The above Time Table will be strictly

PRICE, \$2 PER MONTH. 日二十月四年亥丁 Shipping. Steamers. FOR SINGAPORE, HAVRE AND HAM-BURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to

NTWERP, AMSTERDAM, ROTTER-

DAM, LONDON, LIVERPOOL and BREMEN.) The Steamship Directors Hesperia, Capt. E. CHRISTIANSEN. the above Ports on MONDAY, the 16th May, at 11 a.m.

For Freight or Passage, apply to SIEMSSEN & Co.,

THE HONGKONG AND SHANGHAI Hongkong, April 22, 1887. OCEAN STEAMSHIP COMPANY. Solicitors:

> Company's Office: The Co.'s Steamship TUESDAY, the 17th Instant. For Freight or Passage, apply to

Agents. Hongkong, May 11, 1887. OCEAN STEAMSHIP COMPANY.

nese, the Oil which is prepared from its FOR SHANGHAI VIA AMOY. Ports on the YANGTSZE.)

Telemachus,
Captain Jones, will be
despatched as above on

will receive the percentage presently shown, Hongkong, May 11, 1887.

timated for one year from departure will be The Campany have agreed, in consideration of Captain WALKEE'S preliminary services and of his disclosing the scene of

operations, to allot him 200 fully paid-up The following figures give the estimated yield of the fishery.

1200 Shares of \$25 each, . Tailors, Hatters, Shirtmakers & General Outfitters,

The fish producing this

Skins, tortoise shell, be-Estimated Expenditure. Landing sorting, and

Agent's Commission on Sales 122 per cent 7,000 Seamen's wages...... 6,000 Office and running expenses, say..... 3,000. Balance carried down. 40,000 \$56,000

Balance brought down......40,000 Deduct 10 per cent of this balance for crew......4,000

Thirty per cent, on \$36,000 for Captain

and Officers. ..... 10,800 Depreciation of Pro-

depreciation fund of \$5,000, and the above

dividend of about 30 per cent on Capital. the Memorandum of Association seen.

Hougkong, May 11, 1887.

Steamers. FOR NEW YORK PIA SUEZ CANAL The Steamship

Hongkong, May 3, 1887.

FOR LONDON VIA SUEZ CANAL. Capt. Hannah, will be despatched as above on

BUTTERFIELD & SWIRE,

Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-OHWANG, TIENTSIN, HANKOW and The Co.'s Steamship

WEDNESDAY, the 18th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SWATOW, CHEFOO, TIENTSIN

AND NEWCHWANG. The Co.'s Steamship Paumben. Captain Leask, will be despatched as above on THURSDAY, the 19th Instant, at Noon. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, May 13, 1887.

THE BEN LINE OF STEAMERS FOR YOKOHAMA AND KOBE. The British Steamer

Captain CLARK, will be despatched as above on or about the 19th Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, May 11, 1887. STEAM TO SHANGHAL

The P. & O. S. N. Co.'s Steamship-Verona will leave for the abo place about 36 hours after her arrival with the next English Mail. E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, May 11, 1887. STEAM TO NAGASAKI, KOBE AND YOKOHAMA. (Passing through the INLAND SEA.) Taking Cargo on through B/L to CHEMULPO and WLADIVOSTOCK.

The P. & O. S. N. Co.'s Steamship
Teheran
will leave for the above places on SATURDAY, the 21st May, at Daylight

E. L. WOODIN. Acting Superintendent. & O. S. N. Co,'s Office, Hongkong, May 11, 1887.

THE GIBR LINE OF STEAMERS. FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, QUEENS-LAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.) The British Steamer

Captain Rowley, due shortly, with part Cargo from Japan, will be despatched as above at Daylight on SUNDAY, the 22nd Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers. Hongkong, May 11, 1887.

Notices to Consignees. GLEN LINE OF STEAM PACKETS. FROM GLASGOW, LONDON, PENANG,

SINGAPORE AND SAIGON. THE S.S. Glenskiel having arrived from the above Ports, Consignees of, Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may

Cargo remaining undelivered after the 16th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Hongkong, May 9, 1887.

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GuoRGE STREET & Co., 30, Cornhill. Gordon & Gorch, Ludgate Circus, E.C. BATES HENDY & Co., 37, Waibrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE:-AMEDEI PRINCE & Co. 36, Rue Lafayette, Paris. SAN FRANCISCO and American Ports 8.30 p.m., precisely. VISITING BRETHREN generally :- BEAN & BLACK, San Front are cordially invited.

AUSTRALIA, TASMANIA, AND NEW bourne and Sydney. CEYLON :-- W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c.; -- SAYLE &

Co., Square, Singapore. C. HEINSZEN & Co. Manila. CHINA: -- Macao, F. A. DE CRUZ. Swatolo, Quelon & Co. Amoy, N. Moalle. Foochow, HEDGE & Co. Shanghai, & WALSH. Yokohama, LANE, CRAW-FORD & Co., and KELLY & Co.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ......\$7,590,000 RESERVE FUND,......\$4,500,000 RESERVE LIABILITY OF PRO- \$7,500,000 PRIETORS, ..... COURT OF DIRECTORS.

Chairman-M. GROTE, Esq. Deputy Chairman C. D. Borrowley, Esq. Hon. J. BELLIRVING. | E. H. M. HUNTING-W. H. F. DARBY, Esq. H. L. DALRYMPLE, | Hon. A. P. Mckwen. A. McIver, Esq. Hon. F. D. Sassoon. H. Hoppius, Esq.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. Acting Chief Manager-John Walter, Esq. MANAGER. Shonghai,.....Ewen Cambron, Esq. LONDON BANKERS .- London and County

Bank.

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate. J of 2 per cent, per annum on the daily balance. On Fixed Deposits:-For 3 months, 3 per cent. per annum. 4 per cent. "

5 per cent. " LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

···· JOHN. WALTER, Acting Chief Manager. Hongkong, February 26, 1887.

TO ULES OF THE HONGKONG SAVINGS' BANK. 1.—The business of the above Bank will be conducted by the Hongkong and

NOTICE.

on work days, 10 to 3: Saturdays, 10 Afternoon, for the purpose of receiving the Report of the General Manager, together 2.—Surus less than \$1. or more than \$250 | with a Statement of Accounts to 31st Decemat one time will not be received. No ber. 1886. depositor may deposit more than \$2,500

in any one year. 3. Depositors in the Savings' Bank having Instant, to MONDAY, the 16th Instant, their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4. Interest at the rate of 31 per cent. per

annum will be allowed to depositors on their daily balances. 5. -Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year; about the beginning of January and begin-

ning of July. 6. - Correspondence as to the business of the Bank if marked On Hongkong Savinus' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. 7,---Withdrawals may be made on demand, but the personal attendance of the

> and the production of his Pass-Book are necessary. For the HONGKONG & SHANGHAI BANKING CORPORATION.

> depositor or his duly appointed agent,

JOHN WALTER, Acting Chief Manager. Hongkong, June 7, 1889. Notices of Firms.

NOTICE. THE INTEREST and RESPONSIBILITY of the late Mr. GEORG THEODOR SIEMSSEN in our Firm ontsen on the 24th November, 1886, and that of Mr. PAUL GERHARD HUBBE on the 31st

December, 1886. Mr. JACOB RUFF has been authorized to Sign our Firm per Propuration from this SIEMSSEN & Co. Hongkong and China.

14th February, 1887. NOTIOE TURING my Absence from the Colony, 1) my Business will be conducted by my Brother, Mr. James Spence Legen, who is authorised to sign my name per

procuration. WILLIAM LEGGE Hongkong, April 16, 1887.

NOTICE, TITHE Undersigned are Solk Acerts for Hongkong and Manila for the Sale of THE MONTSERBAT LIME JUICE, MONTSERRAT LIME JUICE CORDIALS. A. S. WATSON & Co., LD.

Intimations.

Regular MEETING of the above A LODGE will be held in the FREE-NEW YORK :- ANDREW WIND, 21, Park MASON'S HALL, Zetland Street, THIS EVENING, the 14th Instant, at 8 for

Hongkong, May 14, 1887. ZEALAND:-GORDON & GOTCH, Mel- THE HONGKONG AND KOWLOON WHARF AND GODOWN COM-

PANY, LIMITED. NI OTICE is hereby given that an EXTRA-ORDINARY General MEETING will be held at the Company's Office in Pedder Street, Hongkong, on MONDAY the 16th day of May, 1887, at 12 of the LANE, CRAWFORD & Co., and KELLY Clock noon), at which the Special Resolutions passed To-day will be submitted for

Confirmation. ISAAU HUGHES, Sccretary. Hongkong, April 29, 1887.

NOTICE. HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED. CHIPMASTERS and ENGINEERS are respectfully informed that, if upon NEW FEATHERS. their arrival in this Harbour, NONE of NEW AIGRETTES. the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

receive prompt attention. In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of disnatisfaction.

Hongkong, August 25, 1885. DENTISTRY. FIRST CLASS WORKMANSHIP.

D. GILLIES,

Secretary.

MODERATE FEES. MR. WONG TAI-FONG, Surgeon Dentist, (FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DR. ROGERS,) A T the urgent request of his European A and American patients and friends,

has TAKEN THE OFFICE formerly occupied by Dr. Rogens. No. 2. DUDDELL STREET.

CONSULTATION FREE. Discount to missionaries and families. Sole Address 2, DUDDELL STREET, (Next to the New Oriental Bank.)

Hongkong, January 12, 1885.

AND BUILDING COMPANY, LIMITED. NTOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the Company will Shanghai Banking Corporation, on their | be held at No. 38, Queen's Road, on MONpremises in Hongkong. Business hours DAY, the 16th Instant, at 3 o'Clock in the

THE RICHMOND TERRACE ESTATE

The REGISTER of SHARES will be CLOSED from THURSDAY, the 12th \$100 or more at their credit may at both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT Secretary. Hongkong, May 9, 1887. D. K. GRIFFITH & Co.,

THE LONDON AERATED WATERS MANUFACTURERS, 1, DUDDELL STREET, CONTINUE TO SUPPLY Their popular AERATED DRINKS, viz.:

SODA WATER,

TONIC WATER.

SELTZER WATER. SALSAPARILLA, LEMONADE. GINGERADE. RASEBERRYADE. &c., &c., &c.

SPECIAL RATES TO LARGE

CONSUMERS.

Hongkong, May 6, 1887. PUNJOM AND SUNGHIE DUA SAMANTAN MINING COM-PANY, LIMITED. OTICE is hereby given to the SHARE-HOLDERS of the above Company

that in pursuance of Article 11 of the Com-

pany's Articles of Association a FINAL CALL of \$5 per Share will be made on the 3rd day of June, 1887, Payable at the HONGKONG AND SHANGHAI BANKING COR-And further that INTEREST at the Rate of 10 PER CENT. per Annum will be Charged on ALL CALLS which shall remain UNPAID after the 3rd day of June, 1887.

will be CLOSED from the 27th May to the 3rd June, 1887, both days inclusive. A. O'D. GOURDIN. Secretary. Hongkong, April 16, 1887.

The Transfer BOOKS of the Company

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. ATAUTICAL, SCIENTIFIC AND METROBOLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOQULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALITY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofie & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY,

in great variety.

Cool in Summer. DIAMONDS A Splendid Collection of the Latest Loxoon PLITERES, at very moderate prices. 762

Hongkong, September 16, 1885. To Let. For Sale.

FOR SALE. ULES MUMM & CHAMPAGNE, Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

Baxter's Celebrated Barley Bree' WHISKY, -871 per Case of 1 doz. CIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

TO LET. (With Early Possession.) THE DESIRABLE RESIDENCE GREENMOUNT, Situated on the BONHAM ROAD.

UILMAN & Co.

To Lot.

Hongkong, March 17, 1887. TO BE LET. VREY COMFORTABLE FURNISHED HOUSE, Commanding extensive Sea View, and very

(With Early Possession.) 1187 DISNEE VILLA PORFULUM

Apply to

Hongkong, April 9, 1887. OFFICES-TO BE LET. T No. 38, QUEEN'S ROAD. CENTRAL;

> Apply to HONGKONG DISPENSARY. Hongkong, March 14, 1887. WASHING BOOKS.

(In English and Chanese.) WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now e had at this Office. Price, \$1 each. CHINA MARL Office.

A With COMPRADORE'S ROOMS, and Entrance in STANLEY STREET.

> shove Ports on or shout the 30th Instant. For Freight or Passage, apply to

adhered to, except under unavoidable circomstances. In case of stress of weather, 884 due notice will be given of any stoppages.

Hongkong, May 3, 1887.

DIAMOND JEWELLERY,

THE HONGKONG DISPENSARY. Hongkong, May 4, 1887.

Apply at

CITY HALL, HONGKONG.

### Tuesday the 17th May, 1887. CALINGER'S ENGLISH OPERA

BOUFFE COMPANY. Business Manager. - - Mr. N. Salinger.

Stage Manager, - - - n A. Rigby. Grand Production of GILBERT and SULLIVAN'S LATEST JAPANESE COMIC OPERA in Two Acts.

THE MIKADO. 'THE TOWN OF TITIPU.'

In its Entire Originality. CHARACTERS : The Mikado of Japan - Mr F. D'Este. Nanki Poo-His son, disunised as a wander-A. Fawcett.

ing minstrel and in love with Yum-Yum Ko-Ko-Lord High n Arthur Rigby. Executioner of Titipu Pooh Bah-Lord High 11 H. Salinger. everything else - -Pish Tush-A Noble G. C. Wilson. Miss Lena Salinger. Three Yum-Yum 1 Sisters. Elsa Wilson. Pitti-Sing - Wards o " Alice Emmett.

Peep-Bo Ko-Ko Katisha—An elderly lady in love with II Tilly Saroney. Nanki Poo - - - -CHORUS OF NOBLES, GUARDS, &C.

SYNOPSIS OF SCENERY. Act I.

COURT YARD OF KO-KO'S OFFICIAL Act II.

Ko-Ko's GARDEN.

The beautiful New and Costly Dresses are Masterpieces of the Japanese Tailoring Art; and have been made especially for this Company by the Leading Court Tailor of Tokio, and represent carefully the Ancient Costumes of Old Japan.

Splended New Scenery, Chorus of Japs. Musical Director ... Mr. H. W. Powys Wood. Leader of Orchestra ..... Mr. C. SCHROEDER.

PRICES OF ADMISSION Dress Circle and Stalls. - - - \$2. Back Seats. - - -Military and Sailors in uniform, Half

Price, to Back Seats only. To avoid disappointment secure your Seats

Reserve Seats may be booked at Messrs. KELLY & WALSH'S, LIMITED, where a Plan of the Hall may be seen.

Doors open at 8.30. Commence at 9 p.m. Hongkong, May 14, 1887.

### Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS, ACLANTIC & OTHER CONNECTING

STEAMERS. despatched for San Francisco, via

THE Steamship SAN PABLO will be Yokohama, on THURSDAY, the 2nd Proxime, at 3 p.m. Connection being made at Yokohania,

with Steamers from Shanghai and Japan All Parcel Packages should be marked to any Debt contracted by the Officers or address in full: and same will be received

at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES .- Passengers, who have paid full fare, re-embarking at San

Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pro-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, abould be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central C. D. HARMAN,

Hongkony, May 14, 1887.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBUR PORTS IN THE LEVANTE, BLACK

LONDON, NEW YORK, BOSTON BALTIMORE. NEW ORLEANS. GALVESTON & SOUTH AMERICAN

SEA & BALTIC PORTS;

PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGER

AND LUGGAGE. N.B. - Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 9th day of June, 1887, at 4 p.m., the Company's Steamship SACHSEN. Usptain TARGER, with MAILS, PASSENGERS, SPECIE

and CARGO, will leave this port as above, calling at Genoa. Shipping Orders will be granted till Moon, Cargo will be received on board until 4 p.m., Specie and Percels until 3 p.m. on the 8th June. (Parcels are not to be sent on board; they must be left at the Adamor's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co.

Hongkong, May 14, 1887

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOOCHOW The Co,'s Steamship

Captain Pocock, will be despatched for the above Ports on TUESDAY, the 17th Instant, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkeng, May 14, 1887.

FOR SHANGHAL The Steamship Yanatsze. Captain T. W. STARLING will be despatched for the above Port on TUESDAY, the 17th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, May 14, 1887.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA. The Co.'s Steamship

General Werder Ceneral Werder,
Oapt. W. von SchuckMANN will leave for the above Ports on or about the 20th Instant. For further Particulars, apply to MELOHERS & Co.,

Hongkong, May 14, 1887.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAL The Co.'s Steamship

Captain Tatoer, will leave for the above place about 24 hours after arrival with the outward For further Particulars, apply to

MELCHERS & Co.,

Hongkong, May 14, 1887.

GLEN LINE OF STEAM PACKETS FOR NAGASAKI, KOBE AND YOKOHAMA. The Steamship

Glenartney. Captain Mackinlay, will be despatched as above on SATURDAY, the 21st Instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Agents. Hongkong, May 14, 1887.

FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL. (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTER-DAM, LONDON, LIVERPOOL and BREMEN.) The Steamship

Captain L. MADSEN, will be despatched for the above Ports on MONDAY, the 23rd Inst., at II a.m. For Freight or Passage, apply to

SIEMSSEN & Co.,

Hongkong, May 14, 1887.

Not Responsible for Debta. Meither the Captain, the Agents, nor Owners will be Responsible for Crew of the following Vessels, during their stay in Hongkong Harbour:-EUDORA, British barque, Captain C. E. von Schuckmann.-Melchers & Co.

GENERAL WEEDER, Germ. str., Capt. W. WACHUSETT, American ship, Capt. C. C. Oakland.—Order. WYVERN British steamer, Captain J. Brotherton. -Siemssen & Co.

SHIPPING.

ARRIVALS. May 14, 1887:-Partridge. British steamer, 254, J. W. tavers, Pakhoi May 10, and Hoihow 13, General, —Adamson, Bell & Co. Pembrokeshire, British steamer, 1,716, D. William, Kutchmotzu May 9, General and Coal.—ADAMSON, BELL & Co. Parthia, British steamer, 2,035, Chas. C. Brough, Koh-si-chang May 9, Rice,-

ADAMSON. BELL & Co. Kut Sang, British steamer, 1,495. Jackson, Shanghai May 8, and Amoy 13, General. -Jarding Matheson & Co. Vortigere, British steamer, 876, J. Brown. Saigon May 9, Rice and Paddy. ABN-Saltee. French steamer, 323, J. Roze, Haiphong May 11, General.—A. P. MARTY. Signal, German etr., 385, J. A. Bruhn, Pakhoi and Hoihow May 13, Ballast --

HOLD. KARBERG & CO. Merlin, British gunboat, from Canton.

DEPARTURES May 14:-Zambesi, for Singapore and Bombay. Marianne, for Loilo. Melita, for Hoihow. Nanshm, for Singapora Wolf, German gunboat, for Whampoa.

Fushum, for Shanghai. Kutsang, for Whampoa. Audacious, British frigate, for Nagasaki. Leander, British cruiser, for Nagasaki. Menzalch, for Yokohama Anadyr, for Shanghai. Taisang, for Singapore and Calcutta. Belgie, for San Francisco.
Formosa, for Coast Ports.

Diamante, for Awoy and Manila. DLEARED. Chelmfurd, for Iloilo. Mosser, for Saigon. Hesperia, for Singapore and Hamburg. Welhelm Weyer, for Takao. Soockow for Hollow and Pakhol. Partridge, for Holhow and Pakhol.

Mongkut, for Swatow and Bangkok.

PASSENGERS. ARRIVED. Per Partridge, from Pakhol, &c., Mr. Oscar Noote, and 18 Chinese, Per Parthia, from Koh-si-chang, 5 Chi-

Per Kutsang, from page pairs Chinese. Per Vortigero, from Sairen, 31 Chinese. Per Saltes, from Hairhang, Messrs Mitchel and Ronaud, and 27 Uhinese. Per Signal, from Pakhoi, 15 Chinese. Por Tsinan, for Melbourne, Mrs Raddin,

Mesers J. H. Moore, J. Higgins and Mc-Fer Belgie, for Yokohama, Mr. G. H. Costa, and 4 Chiness; for San Francisco, 1,176 Chinese; for Liverpool, Mr H. Foss. Per Formosa, for Swatow. Mr Golombrowshi ; for Amoy, Mr C. Pye ; for Tamsui. 2 Europeans deck ..

Per Taisany, for Calcutta, Mrs and Miss Por Diamante, for Amoy, 51 Chinese; for Manila, Messrs A. O. Roda, A. F. Chinese, and 2 children. Per Menzalch, for Kobe, Messrs Gordon Brown, Kawana, Kubo, Mitsu, Haishi and

For Anadyr, for Shanghai, Lord and Lady Huntly and 2 European servants, Hon. J. M. Price, Dr O. W. Daniels, Messrs P. Wolton, McKenzie, Lundt, Grage, A. Hattary, Tanabe, C. B. Tata, P. R. Forbes and Kennidy, Rev. Aurientes, Messrs Kadoree and Komade. Per Melita, for Hoihow, 20 Chinese. P. r Pushun, for Shaughai, 1 European, and 35 Ohinese.

To DEPART. Per Mosser, for Saigon, 10 Chinese. Per Hesperia, for Singapore, 110 Chinese.

POST OFFICE NOTICES. MAILS will close:-For HAIPHONG -

Per Marie, at 5 p.m., on Monday, the For SWATOW, AMOY AND FOOCHOW. Per Namoa, at 11.30 a.m., on Tuesday, the 17th inst. For SAIGON.—

Per Vespasian, at 4.30 p.m., on Tucsday, the 17th inst.

MEMOS. FOR TO-MORROW. RELIGIOUS SERVICES :--ORDER OF SERVICES OF THE CHURCH

ENGLAND AT ST. JOHN'S CATHEDRAL. 5th Sunday after Easter-Rogation Sunday,-11.30 a.m -Matins, Holy Communion and Sermon.

5 p. m. - Eveneong. Week Day Services— Wednesday, 18th,---5 p.m.—Short Evensong. Thursday-Ascension Day,—

8 a.m. -Holy Communion.

5 p.m.—Evening Prayer.

MEMOS. FOR MONDAY. Shipping. 11 a.m.—Hesperia leaves for Havre, &c.

Meetings. Noon.—Meeting of Shareholders of The Hongkong & Kowloon Wharf & Godown Company, Limited. 3 p.m. - Meeting of Shareholders of The Richmond Terrace Estate & Building Co., Ltd., at No. 36, Queen's Road.

Miscellaneous. Goods per Glenshiel undelivered after this date subject to rent.

A. S. WATSON & Co..

TTAVE BEEN APPOINTED SOLE AGENTS

Hongroug, China and Manila, MAWSON'S PATENT

RENEWABLE MEDIUM. Handbills, shewing Construction and Patterns, supplied on application. A. S. WATSON & Co., Lad. HONGKONG DISPENSARY

HONGKONG.

ESTABLISHED 1841. Hongkong, April 29, 1887.

a' 8.50 p.m.

On board the P. & O. Co.'s steamer Carthage, on the 9th of April, and buried at Suez on the 10th, the beloved Wife of E: W. TERREY, Hongkong & China Gas Company. Aged 32 years.

Po The publication of this issue commenced

The China Klail.

HONGKONG, SATURDAY, MAY 14, 1887.

TELEGRAMS SUPPLIED TO THE 'CHINA MAIL.' (Via Southern Line.)

THE PROGRESS OF THE CRIMES

LONDOX, May 12. The second section of the Crimes (Ireland) Bill has been adopted, and the cluture was reapplied.

(From Le Journal Official of Saigon, of 9th May.) SUPRESSION OF WAGNER'S

OPERAS IN PARIS. After several hostile manifestations had been made by the public the representations of Wagner's operas have been suspended by order of the Prefecture of Police.

FRENCH APPOINTMENTS. Cols. Chang and Bourgey of the Infantry Maring have been made Brigade Generals of the Marine Infantry.

LOCAL AND GENERAL. PASSED SUEZ CANAL

Dutwarn Bound :- Strathseen. March 12 Orion; 8; Smit, 14; Kingomaru, 22; Glenmorven, 25; Canton, 29; Benledi, April 5; Elektra, Neckar, 12 Glenfinlas, Patrocius, 22 ; Berenius Den bighaire, Lord of the Isles, 26; Trumph 29 Glengyle, Priam, Oceanien, Moran, Haitan, Victoria, May 3; Colombo, 8 Ava. Dardanus. Jason, 10 : Iracuaddy, Merionethishire, Lydia, 13. OMEWARD BOUND: - Memling, March 25: Olompia, April 1 Gienron, 29: Agamemuon, May 6; Titan, 10; Bayern

Wodnesday, the 11th inst. at 5.30 packet brings replies to letters despatched from Hongkong on March

The Norddontscher Lloyd S. S. Co.'s on board the ship to have him removed to steamer Sachsen, with the GERMAN Mark dated Berlin, April 9, loft Singapore on the 14th just, and may be expected here on or about Linuraday, the 19th inst.

The Anstro-Hungarian Lloyd's S. N. Co. steamer Titania, from Trieste, left Colombo on the morning of the 6th inst.; and may be expected here on or about the 15th inst. burg, left Singapore on the 9th inst.,

and may be expected here on or about the O. S. S. Co. selenmer Telemachus, from about the 16th instant. he Union Line steamor Hampshire, from

or about the 17th instant.

The Ben Line steamer Benlary, left Singaexpected here on or about the 17th instant,

19th inst. The Glon Line steamer Glenfinias, from London, left Singapore on the 13th instant, and may be expected here on or about the 20th inst. ORDER OF CHORAL SERVICE AT ST. JOHN

DATHEBRAL - ROGATION SUNDAY. Woodford and Dupuis; Te Deum, Hayes &c.: Jubilate, Goodson; An them, 'The Lord descended from ed his athletic abilities. above ! Hynin, 142. Evensong:—Psalms, Oakoley; Magnificat, Barnby , Nunc Dimittis, Foster

Hymns, 143 & 274. THE Marquis and Marchioness of Huntly left here to day for Shanghai in the M. M. Co.'s steamer Anadyr.

H.B.M's frigate Audacious, flagship of Admiral Hamilton, and the Leander left here for Nagasakkthis afternoon.

'IOLANTHE' will be performed by the Salingers in the City Hall this evening. There should be a large attendance. THE Hon. J. M. Price, Surveyor General,

left here to-day for Shanghai in the Anadyr and the Hon. P. Ryrie left for the same destination in the Fushun. According to the Paris correspondent of

Lee Cour ier d'Haiphong the Minister Edreign Affairs has formed a technical commission for the study of a comprehensive programme for the laying down of railways in Tonkin. MESSES Melchers & Co. inform us that the

Norddeutscher Lloyd S. S. Sachsen, with the outward German Mail, dated Berlin the 19th April, left Singapore this morning at 9 a.m., and may be expected here on or about Thursday, the 19th inst.

By kind permission of Captain Paulsen divine service will be held on board the British barque Manhegan to-morrow forenoon, commencing at 11 o'clock, by the R.v. A. G. Goldsmith, Seaman's Chaplain. The Bethel Flag will be hoisted on board. THE late Admiral Sir Michael Seymour, whose will was proved on the 30th March. bequeathed two stand of Chinese arms to the Royal Naval Institute, Whitehall, and

the service of plate presented to him by the

British merchants in China to his nephow, Sir Michael Culuie Seymour. Honokone was represented at the Colonia Conference by Sir Geo. Bowen and the 831 Hon. W. Keswick; the Straits Settlements by Lieut.-General Sir A. Clarke, Mr Paul F. Tidman and Mr J. Anderson; and Mau ritius by Sir John Pope Hennessy, Mr F

Condo Williams and Mr. W. Newton-Among the passengers who left here this afternoon in the O. & O. Co.'s steamer Belgic was Mr H. Foss, the late popular Hon. Secretary of the Uricket Club. M. Foss during his stay here has been distinguished by his enthusiastic love for the noble game, and his services to the Club were fittingly recognised only a short time igo. Mr Foss was also the recipient of another memento of his stay here, the members of the Hongkong Club having subscribed a sufficient amount to present Mr. Foss with a reading lounge in recognition of his services

in compiling the Club Library catalogue and

to the Club generally. We wish him box

THE North German Gazette of the 5th nst. reproduces a statement made by the Madrid Epocs on the 30th ult, that the Spanish representative at a banquet lately given at Hongkong, proposed a toset to the prosperity of France and the success of a brilliant researche. The correspondent of Austro-Hungarian representative and the other guests were unable to suppress the expression of their great astonishment at this unexpected tone, which so ill agreed with the prudence becoming the diplomatic position held by the Spanish representative Herr von Brandt, the German Minister who was informed of the toast, will not have failed to make it the subject of proper and weighty comment. The North German G azette concludes as follow :- We confine ourselves to remarking that should the above-reported facts be correct, the Spanish Government cannot permit its representatives to forget with culpable frivolity what is due to their position. Captain Angel Lopez, who was acting Consul here on the date mendioped, denies shadutely the truth of the spoods statement. In fact there has teen no hanquet here at which such words were spoken.

Mait of 15th April, left Singapore on M. s. s. Yangtse, which arrived an Propo p.m., and may be expected here on or pore on the 4th instant from the cast, about Monday, the 16th inst. This en route for home, became mad during the voyage down. An Inspector, with a Enropean Sergeant and Police Constable were safe custody. - Straits Times.

Ir has been decided that the Voluntuer Corps is to take part in the parade on the anniversary of her Majesty's Birthday, to take place on the 24th instant. It is hoped there will be sufficient men to man the six 7-pounder muzzle-loaders. The competi-Castro. B. Mitjans and W. Richardson, 8 The D. D. R. Str. Iphigenia, from Ham- tion with the 9 pr. muzzle loading guns will take place on Saturday next.

WE see by the Irish Times of the 4th April Liverpool, left Singapore on the 10th that Dr. W. Watson Pike, Army Surgeon, inst. and may be expected here on or who will be remembered by most of our readers as an ardent and most successful New York, left Singapore on the 11th athlete in our local gatherings, has been instant, and may be expected here on distinguishing himself at Dublin in the same line. The Wanderers Football Club pore on the little tetant, and may be brought their scason to a conclusion on Saturday, the 2nd April, with their annual The Union Line steamer Oxfordshire, from 110 yards handicap flat race and drop and left Singapore on the 12th inst., and place-kicking competitions. Dr. Pike won may be expected here on or about the the handicap with four yards and took second That if the sharks referred to in a recont of the City of Peking and was due to the place in the drop-kicking competition. The winner's six kicks averaged 48 yards and his longest kick 60 yards with his right foot. The President's prize (a gold cross) for the man who did best in the three events was Matins: Venite, Stainer; Psalms, Cooke, also won by Dr. Pike, whose visit (as the Times remarks) to China has not diminish-

> THE Russian gunbeat Aleout, Captain Parenego, of 750 tons, 70 meu, 8 guns, and 125 horse power, and the transport Kostroma, with 525 prisoners for Vladivostock, arrived at Singapore on the 4th instant from Udessa.

It is rumoured (says the Straits Times) that H.M.S. Bacchaute, flagship of the East India Squadron, is coming to Singapore to be docked at Tanjong Pagar. the rumour is correct, (adds our contemporary) it speaks highly for the resources of our dock that a ship of the size of the Bacchante should be sent all the way from India to be docked here.

CAPTAIN Muhlanbein, of the Mauflower informs the Straits Times that the statement that on meeting the Bayern he had lowered the British flag and hoisted the German flag, is untrue. He says that he hoisted the British flag and dipped it three times on meeting the Bayern as is customary that he afterwards hoisted the Dutch fla reversed on the foretop as a private signal to a friend on board the Bayern; and tha he has no German flag on board his vessel.

FRAGRANT WATERS! MURMUR That the Chinese are beginning to arouse themselves on the subject of the Public Health Bill.

That your account of the interview the Chinese deputation had with General Cameron, the Acting Governor, seemed to be a little sareastic in its wording. That, so far as I can hear, the military style of laying down the law does not go down well with the Chinese, who look for

That the proposal made and urged in Counwith the Bill in a month's time, even before a translation of it was made in Chinese, should of itself he sufficient to prove the inappropriateness of a Military Governor in this Colony. That the Chinese residents meditate petition to the Governor, signed by, say a hundred thousand Chinese; and that

if this be not sufficient to claim due attention, a memorial will probably who waited on him, said-I thank you all follow to the Secretary of State. that the spirit of opposition shown by the native residents is not surprising, and so fully recognise the prompt carrying out of all save the more revolutionary sanitary measures.

That it would be interesting to obtain return of the house-drains now completed and awaiting connection with the public That, until such time as the Tuitam water supply becomes available, no private wells should be closed excepting those containing water which is known to have

netually produced disease. That an official announcement should made as to the time whon the laitem water is likely to be supplied to the city, as doubts are entertained of a full supply being accured in the new service mains within a years time or even longer. That, like most of the documents from the

pen of the Surveyor General, his letter

on the Causeway Bay R. clamation reads That, as the scheme is intended as a provision for the surplus population to turned out of China-town; it would have read better if some idea had been given when the land would be made and the houses ready for occupation. That the old discussion about a tramway slong the Praya ended in a declaration favour of Queen's Road, where no cross

traffic existed, like that along the whole length of the Harbour Frontage. That the Causeway Bay Reclamation and the Tramway from Whirfeild Station look well on paper, but that, like the new Central School, they may be long in taking practical shape. That the Legislative Council should be convened once a month, or oftener, during

the North German Gazette adds :- The That the echoes of the Acting Attorney General's speech on the Public Health Bill have not even yet altogether died out. That a correspondent suggests to me that sageries Maritimes Company spainst the parent that there was risk of collision. our pleasurer, nothing so frustrates our place between the Saghalien and City of thereof was do plans and at last dashes our brightest Peking in Hougkoug harbour on the 29th City of Peking. hopes as dirt. disease, death, justifies November last. the deduction that it is Mr Ackroyd's The Acting Attorney General (Mr. all three evils.

hearty good-wishes of all. That the Right Hon. Sir George Bowen peared for the defence. Hennessy is said to have done the same begin.

for Mauritius. bers of the Conference, while Sir George resting the petition and answer, John cited statistics of the O.D.O., must answer, which were as fullow: have been well worthy of record.

illustrated in this case, and that Kowloon shore. such an alley-way need not be in Chinatown to present conditions favourable to mentioned the weather was bright, clear and the development of an epidemic.

among the shipping in the Harbour is an force of about one lifth of a mile. incident consequent on modern warfare more to be wondered at than admired. are becoming of weekly occurrence, it Saghalien. will become necessary for those energetic

That the Hongkong Volunteers have as up vet kept themselves free from this . The City of Peking did not apparently a recent South-Sen Bubble concocted board the Saghalies first observed her.

such a speedy and literal consummation | collision. and sundries may be looked for.

without an average amount of uncertainty and of trust. That the deep sonorous voice of Captain Turn Benning has passed on to the Silent Land, and that many will miss it both here and in Canton. That it appears to be decided that we are to have a 'Jubilee Street' in Hongkong. but what more I cannot say.

PRESENTATION TO DR C. J.

WHARRY. A few days ago, several members of the staff of the Government Civil Hospital waited upon Dr C. J. Wharry, late Superintendent of that institution, for the purpose of presenting him with a short address and a more substantial token of their respect. Dr Wharry himself was presented with a handsome gold chain and locket, bearing the following inscription: -Presented to C. J. Wharry, M.D., on

BROWNIE.

the occasion of his leaving the service as a token of respect. Hongkong, April 1887. Mrs Wharry also received an elegant gold The address is signed by Dr Marques, Mr W. E. Crow (the Government Analyst), the head European Wardmaster, and all the other wardmasters, dispensers, attendants, &c., and runs as follows :---

To CHARLES J. WHARRY, ESQ, M.D.; C.M.; M.R.C.S.E. We the undersigned members of the Staff of the Government Civil Hospital, heard with regret that you had resigned the post of Superintendent to this Hospital, and that you intend shortly to leave this Colony. We avail ourselves of this opportunity to important Establishment.

Now that you are going to depart from us, we pray that you and Mrs Wharry will kindly accept some little remembrances as token of our esteem and respect. We wish you and Mrs Wharry a pleasant

voyage and all sorts of prosperity. Dr Wharry, in replying to the deputation most heartily for those handsome presents and for the kind and sympathetic words the most gratifying feature is that they | which accompany them. For the last fourteen years the Hospital establishment has been in an unsettled transition state, because the hospital itself was not built and Saghulten the staff was insufficient. Hence there has increasing. In a few years more, the build- starboard anchor let co. For your sakes I hope that happy day will the engines were going full speed astern, soon arrive. For myself, I have borne the came into collision with the Saghalien, the burden and heat of the day, and though I stem of the City of Peking striking abreast feel great regret at parting with so many who I the bridge of the Saghulien. have been friendly and helpful, the time has [ (9.) I he collision was not occasioned by come for me to shift the burden to other; any fault or default on the part of the City that in your eyes at least. I have done my of her.

SUPREME COURT. IN VICE ADMIRALTY. Be ere Acting thief Justice Russell Hon. H. O. Toomsett and Captain Almond, of the P. & O. Service, Nautical Assessms).

14th May, 1887.

THE CITY OF PERING AND SAGUALIEN the stirring peroration, that 'no sacri- Pacific Mail Steamsh p Company for fice is too dear, for nothing so mars damages done by the collision which took do to avoid the collision of leasen the jorce thereof was done by those on board the

intention to legislate for the removal of Ackroyd) and Mr Brereton, instructed by Mr Wilson, (of Messrs Wotton & Descon) | The reply by the plaintiffs to this That, within certain limits, the Acting appeared for the plaintiffs; and Mr J. J. Attorney General will carry with him the Francis, Q.C. instructed by Mr Johnson (of Messra Sharp, Johnson & Stokes) ap- 4th paragraphs of the answer? that a tidal represented Hongkong at the Colonial His Lordship said he understood it had Conference, and that Sir John Pope been arranged that Mr Francia should oth parsgraph of the answer and that an

quoted Greek and Latin saws and Sir Mr Brereton then read the petition and On the 28th Nov. wher 1886 the steamer. That, if all I hear be true about a Praya Suphalien, of 3823 tons gross tonsage, of the several statements in the answer

The steamship Verona, with the English A gentleman, passenger on board the M. That the truism, that small side alleys too I pany's three duly appointed buoys. The often become death traps to a neigh- said buoy is the North easternment of the hourhold, seems to have been again said three buoys and lies closest to the

At the time of the collision hereinafter -calm, there was little or no wind percepti-That a stray torpedo wandering erratically ble and the tide was about half abb with a

Shortly after 2 p.m., on the same date those on board the Saplutien observed a That this new and startling phase in the steamer, which proved to be the defendant reckless handling of destructive missiles steamer City of Peling, about 11 miles disexcels all that has gone before, and as taut bearing about North 78 East, on their this and similarly alarming inadvertences starboard side and hosting toward the

At this time and at the time of the collipropagandists of Life Insurance prin- sion the Saghalien was lying, and had for ciples to take this new danger into con- upwards of one hour previously been lying sideration when arranging their rates of with her stem towards the Kowloon shore heading about 36° East. She had no steam

alter her course, and coming on at consider-That although we consider ourselves wise able speed collided with the Saghalien within our goneration, the way in which in a few minutes from the time those on in the Straits was swallowed at Home. The City of Peking struck the Sagleads one to suppose that perhaps we | halien on her starboard side almost amidare a little inclined to overestimate | ships and did her so much damage that the wisdom of the present generation | she immediately began to sink. Howwhen dealing with things commercial ever, by the aid of ateam launches That though the natural desire of all growers | she was immediately towed into shallow of Tobacco is to see it sud in smoke, per- water where she grounded. The cargo on haps the promoters of the Johore Com- board the Saghalien was considerably damapany were scarcely prepared for quite ged and some of it lost owing to the said

The said collision was altogether the fault prospectus will kindly keep their appoint- recklessness, carelessness, negligence and ment in the Pacific with a certain ship- | mismanagement of those on board her and master, a splendid out-turn of oil, fin. was not caused or contributed to by anything done or left undone by or by any fault That there can be no commercial dealings for default of those on board the Sachalien. Those on board the City of Peking could with proper care and semmanship have avoided the collision.

The plaintiffs therefore claim (1) that they are entitled to the damage proceeded for (2), the condemnation of the defendants. and their bail in such damage and in-costs (3) An account of such damage with the assistance of merchants (4) such further or any other relief in the premises as to the Court

may seem proper. The answer to this was as follows:—On the 29th November 1886 about two o'clock n the afternoon of that day the S.S. City of Peking, Henry Clay Dearborn, master, with mails, passengers and cargo from San Francisco and Yokohama, entered the harour of Hongkong from the Eastward going about 9 knots an hour. (2.) The weather was then bright and clear, the sea, calm, wind, easterly, with a force of about 3, and the tide was about

salf obb, running with varying strengths in different parts of the harbour. (3.) When about & of a mile clear of the City Peking was headed to the Westward casternmost point of Kowloon, the and proceeded up the harbour towards her buoy situated on the Northern edge of the Northern fairway and westward of the Kowloon peninsula.

(4.) The S.S. Saghalien was at this time

ving moored, as is stated in the first paragraph of the petition in this suit, to the North-easternmost of the three buoys assigned to the Messageries Maritimes and was lieading towards the Kowloon shore. and the said fairway lies between the said buoy and the South westernmost point of Kowloon and is there about 400 yards wide. (b) As the City of Pelang was being brought round on her course to pass through the fairway, half way between the S. S. Saghathank you for the kindness shown to us lies and the said last-mentioned point, a and to express our admiration for the admir- large junk with all salls set was seen appaable way in which you have conducted this | rently standing across the fairway between the Sashalien and the Kowloon shore. During a very long connection with the | heading towards the Kowloon shore, and the Government Civil Hospital, and under va- Gily of Peking was steered to pass close That the diplomatic Surveyor General did rious and many trying circumsta ces you under the stern of the said junk and benot succeed in posting up His Excellency have given ample proofs of your professional tween her and the caphalien, and the speed on the provisions of the Bill with his usual skill and ability, and your name will always of the City of Peking was reduced when be cherished with gratitude by the many about half-a-mile of the Saghalien thousands whose lives you have saved, and to allow her, (the City of Pelving) to pass cit by the Acting Governor to proceed also by those whose sufferings you have ro- well clear of the junk. On a pearer ap-

proach it was found that there were two innks, both with sails set, and that they were anchored in the middle of the fairway. (6.) When close to the stern of the said junks and at a distance from the Saghalien of about 600 to 70 cor 750 feet, the City of Peking was going about 4 to 5 knots an hour and was heading on a course that would have taken her clear of the Sachalien. about 400 feet from the hows of the Sagliatien to the Northward thereof; but at this moment a strong tidal current, running to to the Southward along the west side of Kowloon, caught the City of Peking on her starboard bow and swept it suddenly and swiftly to port and pointing towards the

(7.) The below of the City of Peking was been continual difficulty and trouble in instantly put hard a port, but the vessel carrying on the hospital work. The outlook refused to answer her helm and continued is now more promising, for the building to caut to port and the engines were at progressing and the staff is gradually once reversed full speed astern and the ing will probably be completed, and the (8,) Immediately afterwards the City of staff may be complete too, and the work | Peking, still moving shead slowly throughwill then go on smoothly and comfortably. I the water and dragging her anchor, although

shoulders. Your Lindness of to-day is ex- of Peking nor by any recklesaness, carelessceedingly gratifying, for it is a testimony ness or mismanagement of those on board anty, and I can take away with me from [ (10.) At and for some time before the ap-Hongkong no pleasanter recollection than | pearance of any danger of collision the that. I thank you again and for my wife lasid H. C. Dearborn, the master, with as well as myself. You have given us both his officers and crow were at their provery great pleasure, and we shall never | per and accustomed stations on epterforget the kindly feeling displayed towards ing port, a proper look-out was kept, anchura were cleared and ready to let go Dr Wharry intends to proceed home wa and the speed of the vessel was reduced to Canada in the Abyssinia on Wednesday I what was safe and proper. The courses alcered were those ordinarily and customsrily attered in entering the harbour and every ordinary and proper precantion was taken to avoid danger of collision with junks or other vessels. The presence of the two junks in the fairway compelled the City of Pelong to go a little nearer to the Saghalien than she otherwise would have done, but she would have passed extely clear if it had not been for the correct catchine her on the starboard bow and canting her anddenly and swiftly to port, Lintil that moment there was no canger whatever of This was an action taken by the Mes. collision and the moment it became apeverything that skill and mamarship could

> (12) Those on board the City of Peking could not by ordinary cars or seamanship have avoided the collision. answer was as follows :--

current runs to the Southward along the West side of Kowloon, as mentioned, in the anchor was let go or dropped, as stated in Mr Francis said that the plaintiffs comit- the 7th paragraph thereof ; and they join That the pleasant experiences of the meta- sel had better begin in the usual way by asue on the Uth and 12th paragraphs thereof.

Hong that has recently changed tenants, which the plaintiffs Company is owner, was (4.) And the plaintiffs says further us the Sanitary Inspector will do well to lying in the harbour of Hongkong with a follows :- The attellers on board the City of keep his weather eye open and his cargo of silk and general merchandiss on Poster men not ready to let go or drop on

board, Moored to one of the plaint if Come entering the harbour of Hongkung of sub-

(1.) The plaintiffs admit the 1st 2nd and

(3) Save as storestated and except as admitted in the petition, the plaintiffs deny

have been let go or dropped.

at a proper rate of speed. risk of collision arose. (9) The City of Pelling did not keen to that side of the Northern fairway which lay

on her starboard side. tidal current.

of them.

not the result of inevitable accident as im-

part where the collision took place.

there had been this carelessness. anchor and powerless and the onus of proof channel. could not be on them. It was laid down

tion was noted.

amount of management or skill on the comstances as to what time we unshackle the tide was too strong.

You heard Captain Walker's evidence.

You heard Captain Walker's evidence. operation as it could have been foreseen stances. and provided for. A Captain might come perly and skilfully navigated, that it anchors ready, channel in the shape of a couple of junks, I should say about 3. which had no business to be there. this case there was no previous exprerience. My first and second officers were forward the ships would swing to the tide. Captain Dearborn had no previous ex- at the bow of the ship; -- the first officer for former years, I used to go in

loon, that is about 1000 feet from Kowloon Meaner at that speed. I would not think so many points, not so many feet. that there is an untrue tide, and for the slower speed than four knots.

ought, therefore, to be acquitted,

sequently. Both of such such or sught to pass 70 to 100 feet from her. My head was at anchor was because the wind steamers frequently lay in that direction in England and Wales somewhat over one by they have soon but little more than a special features calling for comment. The ave seen are go or aropped.

(6) The anchor which was let go or drop-running out from the point to the South- and the tide ranging her up had caused further in the current might be protty those children who ought to attend school, principal point, however, is that the results, in Class III continues to show improved. to an anchor water was not let go or dropped in time to, ward. I had to go full speed ahead to pass her cable to be brought right, out strong to the Chinese teaching, which encroaches results. The facility with which Chinese teaching, which encroaches results. The facility with which Chinese teaching, which encroaches results. The facility with which Chinese teaching, which encroaches results. The facility with which Chinese teaching, which encroaches results. The facility with which Chinese teaching, which encroaches results. The facility with which Chinese teaching, which encroaches results. The facility with which Chinese teaching to the contract of the chinese teaching to the contract of the chinese teaching to t ped was not let go or dropped in time to, warn. I may to go tan speed ances to be and did not materially affect the speed of the French vessel. The tide tended to on her port bow, hidden from me. as I changed my course when I An adjournment was here mule for tillin. tain the number of children in the Colony disappointing. The vessel off. The I did not change my course when I An adjournment was here my course when I and of my vessel off. The I did not change my course when I and of my vessel off. The I did not change my course when I and of my vessel off. The I did not change my course when I and of my vessel off. The I did not change my course when I are the head of my vessel off. The I did not change my course when I are the head of my vessel off. The I did not change my course when I are the head of my vessel off. The I did not change my course when I are the head of my vessel off. The I did not change my course when I are the head of my vessel off. The I did not change my course when I are the head of my vessel off. The I did not change my course when I are the head of my vessel off. The I did not change my course when I are the head of my vessel off. The I did not change my course when I are the head of my vessel off. no vary of carrier of the local school-age (6-16 years). Ohinese boys enter the Ocatral School to ercises in Romanized Chinese Colleguial, is t a proper rate of specu.

(8) The C ty of Peking did not port her of the buoy. If the current had not The immediate influence of the current on log books. The chief of the buoy. If the current on log books. The chief of the buoy. If the current of the buoy. (5) The City of Lexing and not port not on the chief officer; I cannot say during the year 1886, about 18,200 children years or so. Whilst they are studying at lish subjects, whilst the same Chinese helm in spilleight time to avoid the collision, caught me, I would have passed at least my ship was that she paid off very suddennem in animoment time to avoid the consistent and the control of the control school for some 6 or 7 years children would require additional five port, towards the Control School for some 6 or 7 years children would require additional five was lying in a direction at the state of the less thank to gate should be written we were. We were about 300 feet from her, paid at at first as she continued to pay off chief officer would know. About 30 fathoms children actually under instruction, that devoted to Chinese studies. Yet the best expressing their thoughts in the written We would be lying with our head N. E. quickly. The moment I noticed her head of chain was paid out. It was checked the proportion of children who actually that can be said of the results n ner starouard state and the per school-age, was in Hongkong, as in that order was promptly four fathous of water. We held on to the per school-age, was in that on the whole, it keeps up the amount of child educated in a purely Chinese School (10) Proper measures were not taken by the M. M. steamer would be lying with her hard-a-port. That order was promptly four fathous of water. We held on to the whole, it keeps up the amount of child educated in a purely Chinese School. head N. N. W, but there is nothing suiform obeyed. We have steam-steering gear, and chain and dragged the anchor. I could not Ireland, somewhat dess than one half. knowledge of Chinese which each boy brings in Class I, able to read and write a Chinese those on board the City of residue to a the School. When letter in the Chinese character, possesses a counteract the influence of the said about the way the versels lie. I cannot say the ship steers well; the gear worked freely. idal current.

Idal current by the porting of the helm had no effect collision. I could not say how far off we in the National Schools for hearly Chinese who send their children to the Romanized system, sucreaching by the (11) If the junks mentioned in the oth with their head to the N. or N. E. I have the porting of the helm had no effect collision. I could not say how far off we in the National Schools for hearly Chinese who send their children to the Romanized system, sucreaching by the (11) If the junks mentioned in the section with the mentioned in the section of the last f w days specially studied on her course; she still continued to were from the Saghalian when the mands upon the time absolutely paragraph of the answer were so a that as during the last f w days specially studied on her course; she still continued to were from the Saghalian when the last f w days specially studied on her course; she still continued to were from the Saghalian when the last f w days specially studied on her course; she still continued to were from the saghalian when the last f w days specially studied on her course; she still continued to were from the saghalian when the last f w days specially studied on her course; she still continued to were from the saghalian when the last f w days specially studied on her course; she still continued to were from the saghalian when th paragraph of the answer were so attuate as a structure and an another than 150 feat, over a legal school where their boys might required for the teaching of the written therein mentioned, the City of Peking ought the tides in the harbour. I notice that pay off as fast as ever. I next ordered the written therein mentioned, the City of Fermi again the commodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of the length off. I would not be sure of any discommodation provided falls short of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length off. I would not be sure of the length of the length off. I would not be sure of the length off. there was very little current at our ship. full speed astern. of them.

(12) A proper and sufficient look-out was This lasted for three or four lours. I made Whon was there first any danger of lourse. I could not tell the time of the Central Schools are overcrowded whilst there Central Schools and Chi. I found the English and Chi. I foun (12) A proper and summer and summ water that day was at 11 30. After about ordered the engines to be reversed. I to stop when we experimented going half unpravided for. I believe there would be now. Chinese parents are now universally organisation and effectiveness of teaching. Peking.

(13) Under the circumstances aforesaid, four hours elb with a slight current, a knew then the lide had caught her, and speed about one that their children must first get. It is noticeable that the Portuguese com-(13) Under the circumstances aforesaid, four names and with a single continuous and that number to a good grounding in the Chinese language musty are every year sending more and the plaintiffs submit that the collision was current set in for about half an bour or that no helm would answer. I could stopped in from 70 to 800 feet. (The possibly even one half of that number to a good grounding in the Chinese language musty are every year sending more and three quarters of an hour at the rate of not say what time chapsed between the Acting Attorney General here put in the attend school by simply providing the re- for some 3 or 4 years at least, before they more thildren to pass first, for three or four three or four knots. That current set to time when I first felt the current and the engineer's log.) lied in the answer.

In Brereton then submitted that the Southward from the Cosmopolitan time when I ordered the engines full speed By his Lordship—I had never made extended that the the Southward from the Cosmopolitan time when I ordered the engines full speed By his Lordship—I had never made extended that the the Southward from the Cosmopolitan time when I ordered the engines full speed By his Lordship—I had never made extended that the the Southward from the Colony, both before sending then to an English School. Mr Brereton then submitted that the defendants. Docks. We were lying N. and S. and we astern; it was so short a time, mark though the defendants. Docks. We were lying N. and S. and we astern; it was so short a time, mark though the defendants. onus of proof lay with the defendants. Docks. We were lying and a second to be kept from school by stress answer the purpose of giving Chinese boys solid appear to be the results of the English.

They had to shew that they were not in swang round to N.E. and S. W. Our thing was done at once. I did not continue to be kept from school by stress answer the purpose of giving Chinese boys solid appear to be the results of the English. head was N. I did not observe how the third officer to go to the engine room and try them with her helm hard-a-port or bard. of poverty. The majority of those 10,138 a preliminary grounding in the higher Standards. As re-His Lordship wished to know whether French Mail steamer was lying. When this tell them to back her as fast as they could. a starboard. collision took place on the 29th November I also immediately ordered the starboard | Evidence was then given by Mr Lot lieve, Chinese girls and one of the prin- system of Evening Schools, of advancing Diocesan School and St. Joseph's College strong tide. He observed that they gave I was on board my own ship and on deck, anchor to be let go. There is no signal Bartlett Wells and Mr W. McClure, chief surong time. The observed time the city of Vent by year, is the fact that the school the Central School continues, as before, to distinguish the force at 1 of a knot while the defend I first saw the City of Vent by year, is the fact that the school the Central School continues, as before, to distinguish the force at 1 of a knot while the defendance between back from the engine room to the telegraph, officer and they would school continues, as before, to distinguish the fact that the school the City of Vent by year, is the fact that the school the City of Vent by year, is the fact that the school the City of Teking between back from the engine room to the telegraph, officer and they would school the City of Teking between back from the engine room to the telegraph. the torce at t of a know while the desired to a know while the little by combining with solid teaching in dants said it was running at 4 or 5 knows as delicated by the vibration of the ship | Peking respectively, but owing to pressure | accommodation hitherto provided by the little by combining with solid teaching in Mr Brereton said they admitted there the Meance. I watched her coming in. I diately. There was a tube connecting the port to night. It will appear on Monday. was a strong tide running, but contended it | could not say I saw any change in her | bridge with the engine room, which enabled | was running at a different force at different course. She was then too far away. I saw the engineer to know whether any order was parts at the harbour, and that it was not her making up towards the fairway. The obeyest. There was no delay in letting go running at the rate of 4 or 5 knots at the ships in the harbour were then swinging to the anchor. an ebb tide. The French mail steamer had What next happened?-We ran into the Mr Francis contended that, had the her head towards Kowloon point. She may Saghalien, about 150 feet from the bow,

I saw her. She was heading towards that the engines had been reversed immed on our space, we are anable to give the repleadings and answer stood alone, the onus have been swinging round from the South just under the bridge. The anchor must of proof lay on the defendants, but that by towards the East with her stern towards have checked my ship before the collision. the way they had shaped their reply they Hongkong, or she might have been, for because she struck so gently that we could had shifted back the onus of proof on all I know, swinging with a tide from not feel the shock. We struck the Saghalien themselves. They admitted in their reply Kowloon. I noticed that the City of Peking stem on, almost at right angles. We that there was a tidal current running and was well down to the Southward and I saw then backed out, got clear of the Sughalien, only joined issue with the defendants as to the collision take place. The tide tables got a strain on the cable and then whether the collision was caused by the are a guide as to high and low water, but as stopped to see what damage we had done. fault or default of the defendants. to how the vessels at our part of the harbour The Baghalien then sent an officer to see if It was for the plaintiffs now to show that will swing, I pay no attention to them. We we could assist her. may be swinging seven different ways in a When this current chught you, would you

proved they were at anchor, it lay with the when I thought it necessary to go full the Saghalien he would have gone full speed defendants to show by what cause, their vessel speed ahead. That was the best thing I ahead. being in motion, they did not keep clear of could do. I succeeded in avoiding the Oxus. The tides do not run with any regu- I could have done. At the request of Mr Francis, his object larity at our buoys. When I come in from the Ly-ee-moon I know what tide we should to show the difference between Captain Mr. Francis then briefly stated the con- expect, but I have to use my own judg- Walker's position and Captain Dearborn's tentions on behalf of the defendants. Their | ment from the way the ships are swung, | if he was not allowed to put such a question. statement simply amounted to this-that which would give an indication which way the collision was caused by an accidental the tide is. I take my precautions accordcircumstance, that the City of Peking was ingly. I have come in two or three times got clear when the current caught you by Schools suddenly fell off and many children unexpectedly caught by a strong tidal when there was a ship at the M. M. buoy. | going full speed ahead? current, which in spite of all care and skill | Knowing that the tide is uncertain we alin the management of the vessel, drove her | ways take all the precautions that are posdown on the Saghalien. They had to prove sible. We always have one anchor ready have struck the Saghalien somewhere in the to a standstill. A fresh panic occurred in the existence of that current and that no and sometimes two. It depends on cir- freight compartment and gone through her; spring 1886 when, in consequence of an

could have prevented the vessels colliding; everything clear. If there is any danger What was the difference between his posi- a number of boys and girls to be buried and they had also to prove that these was | we keep both ready to let go. It takes no | tion and yours? - Ljudge that he was much | slive in the tunnel of the Taitam water no negligence or want of care and skill on longer than for the sound of my voice to further ahead than I was, nearly in line works, as the success of those works dothe part of those on board the City of travel to let it go when it is ready. The with the ship's buoy. He had got so far pended upon such a human sacrifice, most F king in bringing the vessel into the posi- man has only to lift the lever. The French along that he could not possibly do any- of the Chinese Grant-in-Aid Schools in the tion where she was so acted on as to cause mail steamer was heading to Kowloon point; thing else. I also judge from his state- centre of the town were emptied of scholars. the collision. He would show that the that would indicate obb tide, but how ment that the current caught his ship more for several days, until a proclamation of the strong current for half a minute or a minute strong the tide was it would not show. At bodily than It did mine. It caught us on Registrar General allay de the excitement. had actually taken charge of the vessel and half a mile from the Messageries, buoy I do the bow, and swung our head round. rendered her unmanageable; and that this not know whether I would starboard my In other words, while your course was crodence with numbers of Chinese mothers. current was not of such regularity in its helm or not. It would depend on circum- suddenly changed, his ship was simply car- is a striking evidence of the lamentably low

Re-examined-Coming into the harbour experiencing that current and then come one anchor unshackled, and it would only witness' mouth. in on one occasion and get into it. He be under special circumstance, such as a could show that the vessel was being pro- strong wind, that we would have two ed off his course or not, he must have average, to 6 Schools and 472 scholars every

regard to it. According to the principle laid standing over the engine room hatch. Com- speed ahead 1) knots, by reversing the down in the cases he sited, the defendants ing into the harbour, it being calm, we un- engines, full speed astern, I could stop her mont, during the year 1886, on account of shackled the chain to fix to the buoy and in 3 lengths and a half. The ship is 425 education in general, amounted (including The following evidence was then called we had the starboard anchor ready. I feet long. I also tried the same experi- the expenses connected with the Govern-Captain Walker (of the Belgic) -I am steered for the Meaner, keeping her a little ment going at four or five knots, and stop- ment Scholarship) to a total of \$43,085.50 a master mariner. I have held a certificate on the starboard bow and all the while ped her within 700 and 800 feet. She is a or \$7.37 per head. The following details Headmaster, which will be found in the for 10 or 11 years. I have been in the rounding on the port helm gradually. As right hand screw. In the first experiment, may be of interest. On the Central School, Pacific Mail service for 18 months. I am on soon as I can see my buoy or the Belgic the action of the screw did not change her with 610 scholars, the Government expend. make but a few general observations my seventh round voyage in and out. My I had up for the buoy. I could not say head. The helm was amidships. I ex- ed (apart from cost of buildings and repairs) steamer is moored to the westward of Kow- how close I passed the Meanes. Coming pected her head to go to starboard but it the sum of \$11.680.41 or \$19.11 per head. loon on the northern edge of the fairway. up the harbour I noticed a junk with all did not. In the account experiment, her The expenses of the other Government There are three buoys there. I am in the sails set in the fairway. She was not quite head awang about three quarters of a point Schools, including the Aided Schools. harbour at an average, 15 or 16 days at a half way agrees between the M. M. buoy to starboard. The helm was smidships on amounted to \$8,454.17 for 1.283 scholars or time. I remain as a rule on board my own | and the point, but a little nearer the latter. | that occasion also. ship in the harbour. In coming into the I was just rounding up by the Meanee to At the request of the Acting Attorney with 3,951 scholars, cost the Government following subjects, viz. English reading, the year 1866 has afforded fresh proof that harbour we go through the Ly-ee-moon pass get into my course for the buoy when I General, witness marked his course coming \$14,324.76 or \$3.62 per head. Further dictating, and composition. In all other the dictating, and composition. In all other the dictating, and composition. After getting in there we steer by the land saw the junk. It appeared to be a into harbour. He also pointed out the spot details will be found in Tables IV and XIII subjects the School did, with the exception and saw the junk. It appeared to be a into harbour. He also pointed out the spot details will be found in Tables IV and XIII subjects the School did, with the exception and the same in 1886. and by the position of the vessels in the large junk and seemed heading to the at which his vessel commenced to turn, the appended to this Report Island; and when past the Docks we steer to see my own buoy. I headed for the own yessel when he first saw her, where he Meaner. It is nearer towards the fairway, touded passing the Sughalies about 400 say how many feet we were carried out of The northern fairway may be said to feet off, or a ship's length off. I should our course, commence from the Messageries buoy consider that a perfectly safe distance con- The Acting Attorney General repeated

pass to to too the star board bow by an ebb tide from the fast bad filed her sails, while half, and in Ireland less than one half, of smattering knowledge of English left. The history and composition teaching in Schools, cuece was that better have cleared her stern. examined said—The book produced is the By a rough but rather high estimate (300 learn English, after having studied Chinese quite equal to the average attainments of was lying in a different direction to what lies. I could not say how many points sho are in different ink from the other. The of age. Hence we see, as there were 8,062 longer, a portion of their school time is years teaching to gain similar facility in during the greater portion of an ebb tide and paying off, I ordered the helm to be put at that. There was only between three and attend school, to those who are of the prothat I have seen the Fronch vessels lying There was no delay, in giving the order, anchor was let go and the training for practical life than the

Mr Brereton said the Saghalien was at tide. The Northern fairway is not an easy not have gone clear of the Saghalien if you had gone full speed ahead Cross-examined by Mr Ackroyd-Ishould | The Acting attorney General submitted that when a prime facie case was admit- say that on the day I was carried from 100 that that was a question for the assessors. ted the onus of proof lay on the defendants. to 20 feet near the Ozas, the tide was 3 His Lordship said he presumed the Cap-His Lordship said that, according to the or 4 knots. I should say it was tain had done what he thought was best decision in the recent case of the Indus, it a strong current. I was about 50 or 60 feet under the circumstances, and he supposed was clear that, the plaintiffs having formally from the line of the direction of the Oxus if the Captain had thought he could clear

> Captain Dearborn-I did the only thtng Mr Francis asked how he was to attempt His Lordship allowed the question. Mr Francis then asked—C uld you have

Witness-Not in my judgment.

ried over bodily? The Acting Attorney General objected | Previous to the year 1885 there was, year in to the harbour 40 or 50 times without in the day time as a general rule we have that this was putting the words into the by year, a steady annual increase ob-

been much further along. I have come year. But although the population has to was following the course which all steamers By Capt. Thomsett-I cannot recollect into harbour about forty times, four or five all appearance continued to increase year follow going to the same place and that what the force of the wind was on the day years; the last year going to the same by year, and 5 new Schools were started in there was the unusual impediment in the I got near the O.m.s. It was a gentle breeze; buoy. From 1873 to 1876, we went to a 1886 (balanced unfortunately by an equal bury off the Harbour Master's. I had gone | number of Schools which had to be closed). Mr Francis then quoted legal authority a master mariner since 1858. I have been had never been caught by any similar cur- scholars has come to a standstill since 1884, to show that when the party charged in command of the City of Peling since rent on any previous voyage. I had never as the subjoined table will show in detail, with the damage could not possibly pre- November 1885. On the 29th November heard of such a current, nor had I any reason | [A table is here given showing that the as the Government Central Schools located in town, but in the last the damage could not possibly pre- November 1885. On the 29th November heard of such a current, nor had I any reason | [A table is here given showing that the last the vent the accident by the exercise of last I was entering the harbour with mails to suspect it. I can't make any general number of schools gradually rose from 50 ordinary care and precaution the accident and passengers. I came through the Ly-ee- rule out of the tides at this point. I have in 1879 to 90 in 1884, and the number of which will be found below. A few supmust be held as an unavoidable one. In moon about 2 delock. Coming up the pass noticed when lying at the buoy that there scholars from 3,460 to 5,885. Last year the plementary statistical details and general this connection he also mentioned the case | the weather was line with slight Easterly would be a strong rush for about twenty number of scholars was 5,814 or 11 more beervations regarding the principal Schools of the European, in which a yessel, by the wind, the force being about 3. After clear- m nutes just at ebb and flow. It ought to than in 1883. breaking down of a certain kind of steering ing the Ly-ee-moon Pass, I was steering by have been high water about 10 and 11 gear, came into collision with another vessel, the land and had no pilot on board, o'clock on that day, and therefore about The principle was affirmed in this case, but, Coming in through the Ly-ee-moon half ebb at two o'clock. If this tide had not as there had been a provious accident on Pass all hands were at the stations caught me, I would have passed the Saghalien board the same steamer with this steering I was on the forward upper bridge, about 300 or 400 feet off. If the junks had gear, it was held that the Captain should The third officer was in the pilot house not been there, I might have gone about have known it was not reliable. The pre- there, a quarter-master was at the wheel; 50 feet farther from the Sughalien. As he sent case was an identical one. The City | the third engineer was at the engine room | rounded the Meaner, the Saghalien was of Peking was in the same position from a signal and a quarter-master was stationed at | heading to Kowloon Point. The wind different cause—she refused to answer her the whistle. The 3rd efficer's duty is to was about force 2 or three. That would helm and became unmanageable. But in superintend the quarter-master at the helm. not effect the swinging of the ships perionce of the current and tide that took general supervision going to the buoy, the inner channel. I tried some experiments charge of his vessel and had no special second officer to obey any orders about the with the ship in Yokohama Bay with reason to take any special precaution with anchor. The chief engineer is usually no wind nor tide. When going full pended to this Report.

at the speed of five knots. We intended to reason why I did not notice the junt Since then I have noticed that the M. M. number actually in extended to reason why I did not notice the junt Soverei

of the time. There was a clock in the pilot requirements of actual attendance. All it was therefore necessary to teach in the the school-age is abnormally extended.

The case was adjourned until Monday,

THE EDUCATIONAL REPORT

FOR 1886. The following is Dr. Eitel's Report on Education for 1886, laid on the table of the Legislative Council on the 29th altimo:-

EDUCATION DEPARTMENT. Hongkong, 25th March, 1887. Sir .- I have the honour to forward herewith the Annual Report on Education for

the year 1886. and 16 in 1866. The total number of scho- from 30 to 34.1 lars, enrolled in Schools subject to Governsince 1866.

3. Since the autumn of the year 1884, when, in consequence of the local disturbances, the attendance in all the Chinese were, in a panic, removed from the Colony to their homes on the mainland, the annual Why not ! - Because I think we should increase of Schools and scholars has come state of female education in the Colony. servable in the number of Schools and Witness. I don't know if he was turn scholars. This increase amounted, on an

4. Of the above mentioned 5.844 chil- 9. The Government Central School was

5. The expenses incurred by the Govern- paper. \$6.59 per head. The Grant-in-Aid Schools

Harbour, going to the south of the Channel Northward,—Kowloon point. I could not position of the junk, and the position of the above mentioned better than last year. It is noteworthy Chinese education in the Chinese educa 5,844 scholars attending 90 Schools under that the subjects, in which there has been are beneficial. The subjoined Comparative wards the Meance, and begin to head fairly Belgic. I had to steer to go astern of was when he discovered the junk was at Government supervision, there were, during a considerable falling off, are the very for our own buoy after passing the Hospital the junk, between her and the Saghalien, anchor, and the direction in which his ship the year 1886, according to a census taken subjects in which the Central School would vised S ship. I know where the M. M. steamers I did not attempt to yo ahead of the junk was heading when the tide first caught here by the District Wetchmen, as many as 106 naturally be expected to be, and to my operation keets you are the M. M. steamers I did not attempt to yo ahead of the junk was heading when the tide first caught here by the District Wetchmen, as many as 106 naturally be expected to be, and to my operation keets a consust that we have a consu lie. Their buoy is a little N. W. of the because I thought she was under way. I in. Cross-examined withese said-I could not Schools (including also Night Schools) at knowledge is, deficient as compared with work in town and villages, attended by other Schools in the Colony, such as the that the desire of the Government to reduce 2,038 scholars. There were also about 180 Diffeesan School, St. Joseph's College or the earning power of these inexpensive scholars under instruction in 5 private the Hongkong Public School. As the Schools (whilst increasing the pensum of to Kowloon point In making to our sidering the circumstances. I came through his question as to how many feet the ship European Schools. The total of scholars wast majority of the boys of the Cenbusy from the Medica we never go the Ly-se moon Pass and up the harbour had been carried out of our course, when i under instruction in Schools of all classes tral School are Chinese boys who do not to the south of the M. M's buoy. As at a speed between 0 and 10 knots. When Mr Francis said there was nothing to be amounted, therefore, to 8,062 scholars speak English nor hear English spoken a matter of fact I governly go about half abreast of Kellett's Island I slowed down to gained by hopolessly confusing a witness by distributed over 201 Schools. As the estiway between the M. M's buoy and Kow- about four or five knots, and passed the senseless questions. A ship's head went off mated population of the Colony now number of its time to has been attained. bergabout 181,702 souls, there were there. Chiques teaching the natural consequence point. My reason for not going closer is it safe to go among the shipping at a Witness, resuming I did not wait to see fore 4.43 per cent, of the population is that the results obtained in the Central the effect of porting the helm when the enrolled in Schools of all classes. This does School in speaking and understanding Engpurpose of coming to our buoy we have to What happened when you got up to the collision was imminent, as I saw it had no not compare favourably with the education, lish reading, dictation and composition are get as far South as we possibly can. The junk? - The tide struck us on our star effect. I did not say I knew what the tides al condition of England and Wales where Laomewhat below the results obtained in ebb tide flowing round Kowloon point is board bow and canted our head very were at that point. I had seen it 18 per cent, nor even with Ireland other Schools, although the a aff, organisavery irregular and sets from North to quickly to port. I was then between 600 at the honor there. I could where 0 per cent, of the population attend then and method of the Central School are Bouth along the West of How loon down to and 701 feet from the Sughalum as near as not say how fer we were from the Sagh- School. But it is to be considered of a superior character. The Central School Kowloon point. My experience is that at. I could judge and close up to the junk, dien when the anchor was let go; we that we have here neither a Compulsory sonds out annually a namber of youths. berwards it sets out into the harbour to which was then on our starboard how, must have been 300 feet. I can't say Education Act, nor any law providing thosenghly well grounded in the radiments. Bouthward, well clear of the point, instead | Our stem had not passed to the westward how many points we came round to port. I adequate school accommodation in proper- of an English education, but the number of of turning the point. I once experienced of the stern of the junk. At the moment the compass, she came tion to the population, and that a compass but a star as to within the 20 feet of the tide first cought us, the helm was round a good deal. Although I had come siderable proportion of the Colony of the Chinese people in the Colony of the Chinese people into the harbour for some time, I had no residing in the Colony of the by year. A considerable proportion of the course from the Meaner to that time the plant of the Colony of the Colony of the course from the Meaner to that time the population, and that a compass, she came tion to the population, and that a compass is the compass; she came tion to the population, and that a considerable proportion, and that a compass is the compass; she came tion to the population, and that a considerable proportion of the course from the Meaner to that time the population and the Colony of the course from the Meaner to that time the population and that a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter such a considerable proportion of the bound that I would encounter a considerable proportion of the bound that I would encounter a considerable proportion of the bound that I would encounter a considerable proportion of the bound that I would encounter a considerable pro was beading about N.W. or W.N.W. I covered when a ship's length off the junk When I saw the Saghalien was lay- of legal object age (5.13 years) in England tress (slations where they have little opwas then steering up the Northern fairway that the must be at suchor. Lampose the 1 g. I could not judge of the current, and wales and in Ireland with the portunity of keeping up or adding to their 10. As regards the Green and in Ireland with the portunity of keeping up or adding to their 10. As regards the Green and in Ireland with the portunity of keeping up or adding to their 10. As regards the Green and in Ireland with the portunity of keeping up or adding to their land wales and in Ireland with the portunity of keeping up or adding to their land wales and in Ireland with the portunity of keeping up or adding to their land wales and land wales are considered to the current land wales and land wales and land wales are considered to the current land wales and land wales and land wales are considered to the current land wales and land wales are considered to the current land wales and land wales are considered to the current land wales are considered to the current land wales and land wales are considered to the current land wales and land wales are considered to the current land wall wales are considered to the current land wales are considered t

quisite school accommodation (and teach- send them to the Central School. There years, through a purely Portuguese School chil ren remaining uneducated are, I be- which would answer the purpose, by the gards the English Schools in Class IV; the cipal causes of their remaining uneducated, the Chinese knowledge of the boys of Government Schools and Grant-in-Aid Central School can do it. I am there the ordinary Standards also the special Schools is still far below the requirements fore of opinion that the time has come subjects of physical geography, algebra

instruction in the Schools of the Colony upon it by teaching the Chinese language ly teaching Portuguese and Chinese continues to improve from year to year in addition to English. If the ordinary youths in separate classes, an arrangeslowly but steadily. That this gradual school-hours were devoted exclusively to ment has been made to confine this advance of female education in the Colony the subjects of an English education, the separate system to the lower Standards, is entirely the result of the successful work- Chinese language being used only as a and to move all Chinese scholars who have ing of the Grant-in-Aid Scheme and under medium for teaching English (when re passed Standard III into the European Diit due to the alacrity and continued energy quired), the Central School would continue vision where now Chinese and Portuguese with which the several Missionary Societies to keep alread of all the other educational youths are taught side by side. By this develop that Scheme, will be seen from the establishments in the Colony. There would arrangement, the Chinese gain the advanaubioined Comparative Table.

risen from 309 in 1873 to 2,370 in 1886, mission into the Central School by passing arising from emulation. The consequenceand of girls from 133 to 1581. In Govern- an entrance examination in Chinese, equal of this measure was also a considerable inment Schools, (including Aided Schools) to the third or fourth Standard examination crease of numbers in the Chinese Division. 2. The total number of Schools, subject the attendance of boys in 1873 was 1,667, in Chinese Grant-in-Aid Schools. Nor At the annual examination, this Chinese to supervision and annual examination by of girls 171, and in 1886 of boys 1,791 and would there be any difficulty in teaching Division did very well in all subjects, and the Government, amounted, in the year of girls 102. The Grant-in-Aid Schools the classical Chinese language at the Central in some classes the English reading was ex-1886, to 90, as compared with 41 in 1876, have risen from 6 to 56, the Government School, as an extra subject, out of the captionally good. As to the European Di-From the above Table we see that in the and by special teachers.

> many girls of the proper school-age in the Government. demand of such special education, though

and Chases of Schools may be of interest.

dren, attending Schools under Government examined on the principles adopted sever supervision in 1886, as many as 3,951 were years ago and stated in former reports. placed by their parents in Missionary The examination papers were set by the Central School. Grant-in-Aid Schools where they received Headmester and revised by myself. The a Christian education, whilst 1.893 children papers of the scholars were corrected and attended the Government Schools. Of the marked by the Headmaster and then forlatter number, 610 attended the Govern- warded to me to form an independent ment Central School, 910 attended the out- opinion thereon. With the exception of the side Schools in town and villages, kept by marks allotted in the case of reading and in the Government, and 382 children were the case of all the subjects of the Anglounder instruction in the small Village Chinese Classes, (when the Headmaster Schools kept by natives and aided by the noted results in consulation with pyself Government (by a monthly grant). De- the subjoined Tables exhibit the results of tails will be found in Tables I and II aposthe examination according to the Headmaster's own valuation of the merits of each

> Tables are here given showing the regults, for which we do not have room? 10. In addition to the remarks of th

third paragraph of his Report, I have to concerning the Government Central School. Compaing the results of the Government Central school examination, as above tabulated, with the results of the previous year's examination, it is evident there has been in most classes a falling off in the of Classes II. V and VI. as well as or work to be done under some Standards). and to encourage the teachers to bring more children under instruction in the higher

7. The proportion of girls to boys under Contral School from the trammels imposed in the right direction. Whilst former be no difficulty, if required, to insist upon tage of association with Portuguese who are The table subjoined shows that the at- every Chinese boy, unacquainted with Eng- better speakers of English, and the Portutendance at Grant-in-aid School of boys had lish collequial, qualifying himself for ad guese gain at the same time the stimulus

ordinary school-hours, on special application vision of St. Joseph's College, there has

ment supervision and examination, amount- Grant in Aid Schools the proportion of 11. There is one other point connected Quarterly examinations were introduced ed to 5,844 in the year 1886, as compared girls to boys has been steadily improving with the future of the Contral School which in 1886, in addition to the weekly exawith 2,922 scholars in the year 1876, and since 1873, and that in these Schools the I deem it important to refer to The fees minations, and the organisation, me-1,870 scholars in the year 1866. It appears girls from now nearly one half of the whole charged at the Central School might well thed and discipline of this Division now therefore that both the number of Schools number of children in school. But al be raised after the completion of the new leave little to be desired. The boys in under Government supervision in the Colony though in the Grant-in-Aid Schools the buildings, so as to pay at least two thirds Standard III were somewhat weak in gramand the number of scholars attending such normal proportion of girls and boys will in of the working expenses of the School, mar, and those of Standard V in composi-Schools have been doubled every decade all probability be reached in a few years, Under the present system the children of tion (principally in consequence of the adthe case is very different in the other well-to-do Chinese are educated partly at mixture of Chinese), but the composition Schools of the Colony. Whilst in the the expense of tax-payers, who cannot in Standard VI was very good on the whole, Grant-in-Aid Schools the proportion of afford a similar education for their own and so also the arithmetic in all Standards. girls to boys is nearly 1 to 2, it is in the children, and the low fees charged at the The cheerful spirit animating all the classes Government Schools like 1 to 18. Taking Government Central School put a handicap of the European Division is, side by side further into consideration all the known on private efforts in the sphere of educa- with the strict discipline of the whole private Schools in the Colony, I find there tion. Considering also that in other Co- School, a very noticeable feature of St. are altogether 2,138 boys and 80 girls re- lonies the desire is felt to enable the Gov- Joseph's College. ported as having attended private Schools, ernment to withdraw, when practicable,

> Tables appended to this Report, and, as far | uages. This has been done in the case of minuteness and scrupulous impartiality. cerned, in the Report of its Headmaster, villages the number of scholars, desiring to Colony received a considerable stimulus in learn both English and Chinese at the same the year 1886 by the introduction of the time, is too small to justify the additional system of the Cambridge Local Examinaexpen e involved. The need of a Training | tions and by the arrangements made for

> > of the locality, which compelled the Govern- | European and Portuguese residents. the ment to remove the Police Station, has also tendency which Mr Gladstone has described the opposite saland of of Aplichau. In the strong, viz. to overcrowd the professions by year shewed very poor results, an attempt | is serious risk in trying inight and main to the application of the Grant-in-Aid system. | professions that they may be spoiled for time better results may be obtained. 14 As regards the Grant-in-Aid Schools, lectual order.

TABLE SHEWING EFFECTS OF REVISION OF SCHEME (1883) ON SCHOOLS IN CLASS L

Number of Scho-lars Exemined. Passes (apart from 1 35 7 1,500 11,500 | 50,570 | 34,800 | 83,327

for relieving the English teaching of the and Euclid, good results being exhibited

been manifest progress in all directions.

17. The needle-work examination was not under the supervision of the Govern- from direct interference in educational conducted in 1886 on the plan resorted to ment. Accordingly we had, in the efforts, it is quite within the horizon of in 1885 and explained in my last Annual year 1886, altogether as many as 6,299 probabilities that the Central School may Report. The needle-work submitted for boys and only 1,763 girls under at some future time be made a self-sup- | examination was done in my presence and instruction in Schools of all classes, whilst porting institution under a governing body then forwarded, together with a Schodule it is pretty certain that there are nearly as representing the taxpayers rather than the detailing the particulars of each child, to a Lady who chose her own Committee and Colony as there are boys. The needs of 12 The Anglo-Chinese Schools of the adjudged the merits of work. This Comfemile education require, therefore an ex- Government, located at Sayingp'un, mittee reports having observed real progress tension of school accommodation. There is Wongnaich ung. Wantsai, Stanley and made since the previous year. The Comno room to doubt that the Grant-in-Aid Yaumati, continue to show fair results. mittee find that most teachers have been The fact that such a silly rumour found Scheme, though expanding its sphere Two of these Schools, located in town, are very successful, but that some seem hardly rather slowly, will gradually succeed in in charge of exceptionally good teachers qualified for their position as needlework supplying the actual demands of female and are every year besieged with crowds of leachers. In some cases the Committee education in the Colony so far as the mass applicants for admission who have to be re- were sorely puzzled, the needle-work done of the Chinese population is concerned. fused for want of space and corresponding in the presence of the examiner being bad But as regards Schools for European child- teaching power. In the villages, however, and dirty while the other portion of the ren, whose education requires a more ex- there is constantly a complaint that our work was good and clean. It is possible pensive staff and costly house accommoda- tenchers, if able to teach English, are in- that this may be accounted for by assumtion, the Grant-in-Aid scheme does not competent as regards Chinese teaching, ing that the children were nervous in the possess the same capabilities, because the and the desire of the parents, based on the presence of the examiner, but even that general experience that natives can ordin- dose not fully explain, the very great urgent, is small and hedged in by various arily gain proficiency in English only at difference noticed, in some specimens of the expense of proficiency in Classical needle work. The thanks of the Govern-8. The results of the annual examination | Chinese, generally is, that the Government | ment are again due to the Lady and her Capt. H. C. Dearborn said-I have been to the present buoy on seven voyages. at the previous annual increase of Schools under the supervision of the schools under the supervision of the schools and of the schools under the supervision of the schools and of the schools and of the schools under the supervision of the schools and of the schools and of the schools and of the schools under the supervision of the schools and of the schools are schools and of the schools and of the schools are schools are schools are schools are schools and schools are schools a Government will be found detailed in the special teacher for each of the two lang- work examination with such painstaking

> School to provide teachers for the Govern- | establishing a Medical School in connection ment Schools (outside the Central School) with the Alice Memorial Hospital. admismakes itself constantly felt and this need is sion to which may soon become a keenly not likely to be supplied by the training ontested prize, like the Scholarships of class now formed in the Government the Colony, if the students receive regular and progressive teaching. With the in-13. The work of those Government | crease of stimulants tending to promote Schools and Aided Schools which give but | mental exertion, it believes educationists also a Chinese education in the Chinese lang-I to keep an eye on the encroachments which unge, has continued during the year 1886 | atimulated mental exertion is especially in its usual course, and calls for no special this climate, liable to make upon health. r marks. Special effort has been made, by Land to discern at an early stage what chilallotting sej arate prizes at the annual prize f dren are and what children are not fitted giving, to extend the teaching of geography | for the severe and protracted exertion of and of Chinese composition in these Schools, the mind called forth by a multiplication of and some improvement has taken place in I competitive examinations. In this Colony these respects. In the case of one Aided where there is hardly any sphere for the School, that at Aberdeen, the unhealthiness | industrial education of the children of necessitated the removal of the School to has the fault of modern education, is specially case of another Aided School, that of that depend upon the mind as distinguished Shamshuipd, where the Aided system year from those dependent on the hand. There has been made to improve the School by hit young people for the learned and clerical The first year's trial did not improve | handicraft only in order to discover too matters, but there is hope that in course of late that they have not the natural gifts indispensable to auccess in the more intel-

> > 19. I enclose the usual Tables, I to XVI. I have the honour to be, Sir. Your most obedient Servant.

E. J. LITEL, A.M., PH D. Inspector of Schools. The Honourable F. STEWART, LL.D. Colonial Secretary.

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THE JOHORE COMPANY.

A discussion originated by the Financial News, with reference to the new Joint Stock Company bearing the above title, the prospectus of which appeared in our last issue, has resulted in the return of the subscriptions and the abandonment of the scheme. A few days subsequent to the publication of the prospectus Mr W. Feilding addressed the subjoined communication to

the Pross :of Johore notifies to the British public that | right to select 100,000 acres of land in the no money consideration was paid or will territory of Johnre and Moar, and that be payable to his Highness as premium for the leases to be granted by him of Johore, which has recently entered to Mr Keswick as trusted for Mossrs. Smith and Sayle, the vondors of the concession, now boing sold to the Johore

leases in question.

I. We have never heard of any person Rodyk and Davidson and their agents in very liberal land law, of which Mr W. England, Messra James and James. Mr McGregor Smith has endeavoured to make W. Feilding gives no address, and we have the best possible use for himself. but have been unable to find him in liam McGregor Smith did, and lodge paid, or will be payable to the Sultan as may ask for 500 or half a million acres, and premium for the leases is true to the ear | the Government of Johore will do what it | out any pain. but misleading in fact. We have, in fact, can to oblige him. Having got his certifiincurred very great expense in and about | cate of application, he has two years allowed plotting out of the estates (which have ex- surveyed. He may then go through a few tended over a period of more than two other formalities and take out his lease. value of the property comprised in the con- is completed there cannot be very much cessions is wholly unaffected by the allega. commercial value in the certificate of tions of "W. Feilding." The figures and application. Mr William McGregor Smith the fever. statements in the prospectus are based on has thought differently, however. Having the assumption that the sum of £350,096 is acquired, by the comparatively simple payable to the vendor, and any intend- and inexpensive method described, two

in the Financial News ' From a Correspon- £400,000 ! £500,000 in 7 per cent. preferred nouncements in the prospectus, and pro- all of which Mr William McGregor Smith nouncing them to be in many points would have been graciously pleased to disexaggerated or inaccurate. Mr Smith re- tribute to the public. This truly Oriental health will result. plied to this letter as follows :- 'It is not ! prospectus was actually on the point of bethe case that I ever hawked the property ing published when the energetic remonabout Hongkong or elsewhere in any way. strances of certain persons who knew the What he (the correspondent) alludes to as facts caused it to be withdrawn. The at a loss to understand, as the shares of the Gregor Smith took in sail to the extent of China Sugar Refining Company (Limited), £603,000—in other words, he reduced his one of my 'schemes,' stand at over thirty per capital from £1,450,000 to £850,000.' price. The Chaussera Estate was sold who have applied for shares. about two years ago at between £10 and | A similar storm has been produced by any reply on my part.'

when they resolved to return all subscrip- moters will have to be careful. tions and withdraw the prospectus. By doing so they have separated themselves in the eyes of the public from one of the most unblushing attempts ever made to victimise investors. All that now remains to be done is to hear what the promoters have to say for themselves, and to ascertain how such a Baron Munchausen scheme ever saw the BYWATER, PERRY & Co.) are agents for

useful to show, on indisputable authority, what the vendor of the Johore Company actually had to sell. In the prospectus it is described as "valuable concessions made in November, 1884, and in May, 1886, from the Sultan of Johoro, to W. McGregor Smith and Dalton Sayle, in the name of Mr William Keswick, of Hongkong, and of No. 3, Loinbard-street, in the City of London, merchant, as their trustee." It was further . The agent for his Highness the Sultan | stated that the concessions comprised the they were held direct from the Government into an offensive and a defensive treaty with the British Government.

suggestion which would be convoyed to any Company for £350,096, of which £250,000 | fairly rational mind by these torms was is payable in cash. The agent to his High- that the vendor was offering for sale a ness recommends intending subscribers distinct specific right, peculiar to himself carefully to peruse the conditions of the | and free from any embarrassing conditions. The facts were precisely the opposite of To this communication the 'vendors' of Liese in every respect. The vendor had no MacGregor Smith, published the following | bargain with the Government of Johore was incomplete and merely provisional. In the document itself, which the promoters them in a healthy condition. of the name of "W. Feilding" as the Sul- of the company were careful not to publish, tan's agent or representative in this coun- it is described as 'the privilege of applying try. In all our dealings with the Sultan | for and obtaining a lease of certain lands. we have communicated only with Messrs | The State of Johore happens to enjoy a

prospects of success of the company with- turns to London and proposes to sell than of any writ which might be issued by up his first prospectus he intended to ask good health. Messrs Sayle and Smith, and furthermore | for a good deal more. In that he fixed the announced that Mr Feilding derived his capital of the company at nearly double the authority from a power of attorney granted amount asked for in the revised prospectus by the Sultan of Johore. Thereupon, as which actually appeared. There was to be drawn. In the meantime a letter appeared William McGregor Smith was going to take

cent. premium. I do not know with what. The Overland Mail refers to the Company experience of the district your correspond- as follows:-There has been a great fuss ent writes, but he evidently knows very during the week over the issue of the proslittle of it when he speaks of the rent of pectus of the Johore. Company with a capi-£4 10s. per acre as preposterous. Such tal of 850,096t. in shares and debentures. rent is now being obtained in Johore to my | Its appearance caused quite a paper war in own personal knowledge, and I should be the money articles of the daily newspay are. only too pleased if your correspondent would | Lord Augustus Loftus, the principal direcput me in the way of purchasing garden tor, at once resigned, and at last the proland at Singepore at £4 10s. per acre. I moters have withdrawn the undertaking would buy up every acre I could buy at the altogether, returning the money to those

£11 per acre—an old exhausted gambier | the issue of the Incandescent Gas Light estate containing anything but good land. | Company's prospectus, with a capital of The security offered for the debentures is 500,000l. Two of the directors immediately A. J. 100,000 acres of land at £2 10s. per acre. resigned, and the remainder have been The statement that the land, if forced into obliged to issue a notice to all those who the market, would not realise as many have applied for shares informing them that pence, is the mere ipse dixit of your corre- they are at liberty to cancel their applicaspondent, and too preposterous to call for tions if they like before they go to allotment. It seems rather hard to be forced Several other letters referring to the to adopt this course, considering that the scheme have appered in the Financial issue was subscribed three times over. But News, which journal sums up the case there is evidently something not altogether as follows : - The surviving directors of the satisfactory somewhere, and the public are Johore Company came to very wise decision in a discriminating mood just now, so pro-

> Ir is usually unmarried women who write on the subject of 'How to manage a

BYWATER, TANQUERAY & Co. (late light. It is hardly to be treated as a com- Residents abroad, Missionaries, Chaplains, monplace matter of business, and its history, &c., in every part of the world. Goods when fully told, is likely to read rather like and Outfits supplied at Wholesale prices. a new Arabian Nights Entertainment. On | Shipping and passages arranged. Banking the old-fashioned, but sometimes forgotten, in all its branches. Full descriptive Catprinciple of law that a man cannot give alogue post free. Offices :- 79, Queen | Moon, -Last Quarter, 15d. 3h 54m, mornaway more than he has himself, it may be Victoria Street, London. 2,000 References.

# SEIGEL'S

FOR CONSTIPATION, SLUGGISI LIVER, &c.,

TNLIKE many kinds of cathartic medicines, do not make you fee worse before you feel better. Thei The operation is gentle, but thorough, and unattended with disagreeable effects such as nausea, griping pains, &c.

Seigel's Operating Pills are the best family physic that has ever been the company, Mesers Dalton Sayle and W. | legal right or title to dispose of, for his | discovered. They cleanse the bowels from all irritating substances, and leave

> The best remedy extant for the bane of our lives-constipation and sluggish

These Pilis prevent fevers and all issued a writ against him for slander, person may go to Johore, just as Mr Wil- kinds of sickness, by removing all order to serve it upon him. 2. The state- in the Land Department an application for poisonous matter from the bowels. ment that no money consideration was a lease of as much land as he pleases. He They operate briskly, yet mildly, with- and handredths.

If you take a severe cold, and are the concessions and the surveys and the him in which to select his land and have it threatened with a fever, with pains in the head, back, and limbs, one or two years) and other particulars. 3. The great It will be seen at once that until the lease doses of Seigel's Operating Pills will break up the cold and prevent

A coated tongue, with a brackish ing investor can judge for himself from certificates of application, one covering taste, is caused by foul matter in the those figures and statements what are the 30,000 and the other 70,000 acres, he re- stomach. A few doses of Seigel's out any assistance from "W. Feilding." for the small sum of £350,000. His Operating Pills will cleanse the To the above letter Messrs Hacon and generosity may seem astounding, but stomach, remove the bad taste, and re-Turner, the solicitors to Mr Feilding, expressed their willingness to accept service Mr William McGregor Smith drew store the appetite, and with it bring

Oftentimes disease, or partially decayed food, causes sickness, nausea and already stated, the prospectus was with- £700,000 in ordinary shares, of which Mr diarrhoen. If the bowels are cleansed from this impurity with a dose of dent,' dealing at great length with the an- shares, and £250,000 in debenture stock, Seigel's Operating Pills, these disagreeable effects will vanish, and good

Seigel's Operating Pills prevent ill-effects from excess in eating or the dismal failure of my other schemes Iam | scheme was recast, and Mr William Mc- drinking. A good dose at bedtime renders a person fit for business in the

> These Pills, being Sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

> FOR SALE BY ALL CHEMISTS, DRUG-GISTS, AND MEDICINE VENDORS.

# PROPRIETORS:

LONDON.

SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkong Almanack.) May.

	Ніан ј	Sur.		
Day of Month. 15 16 17 18 19	Morn. H. M. 4.45 5.43 6.17 6.46 7.13 7.37	Aft. H. M. 1.41 2.47 4.23 0.2 7.14 8.7	Kises. H. M. 5.21 5.21 5.20 5.20 5.20 5.19	Sets. H. M. 6.31 6.32 6.32 6.32 6.33

mins. later than at Hongkong; at the Barrier : 3 hrs. 15 mins. ; at the Salt Flats: 3 hrs. 30 mins.; at Shameen: 3 hrs. 45 mins.

. Ninale	Nos of		Paid-	Downson		<del></del>	
Stocks.	Shares.	Value.	ир.	Reserve.	Balances.fware	Last Dividend	Closin j Quotations, Cash.
BANKS. ongkong and Shanghai Bank Corp. insurances.	60,000	<b>\$</b> 125	all	\$ 4,500,000	\$ 25,313.43 at working a/c	30/ for ½ year to Dec. 31 /86	136 % prem., cash, sellers
orth-China Insurance Co., Ld	5,000	£ 200	£ 5t	Tis. 100,000	Tis. 406,132.00	Tls. 23.65 for	Pls. 265, sellers
angtsze Insurance Company, Ld nion Insurance Society Co., Ld hina Traders' Insurance Co., Ld	10000.01	$\sim 250$	all \$ 25	17	Tls. 3,059.76 \$ 314,012.96	7 % for 1886 \$61 p. sh. /85	Tls. 109 \$80 per share, buyers
anton Insurance Office Co., Ld	$egin{array}{c} 10,000 \ 1,500 \ \end{array}$	\$ 250 \$ 1,000	\$ 50 \$ 200	\$ 188,000	\$ 157,524.75 \$ 494,406.00	20 % ♥ unnum 10 % for 1885	\$69 sellers
ongkong Fire Insurance Co., Ld hina Fire Insurance Co., Ld ngapore Insurance Company, Ld.	20.0000	8 100	\$ 20	\$ 1,000,000 \$ 612,500	\$ 328,567.46 \$ 248,738.44	\$27.50 for '85 \$ 6 for 1885	8432½ n sales
he Straits Fire Insurance Co., Ld. he Straits Insurance Co., Ld	20. 0008	<b>3</b> . 1000	\$ 20		\$ 17,000 \$ 7,713.40 \$ 75,832.52		\$20, nominal \$19, tellers \$29, buyers
ETEAMBOAT COMPANIES. K. C. and M. Steamboat Co., L.1.	40 000	5 <b>2</b> 0	all {	\$ *30,000			
ouglas Steamship Co., Limited	20,000	8 50	all	\$ +170,000 \$ 127,320		6 % half year Dec. 31/86	91, nominal \$50 per share, buyers
do-Uhina S. N. Company, Limited 60,000 shares issued	31, 212	£ 10	£ 10 £ 10		N 11.	8 %	10 % dis., sellers
nina and Manila B. S. Co., Ld	3,500	5 100	<b>a</b> ll		•••		40 discount
kong & Whampos Dock Co., Ld.	12.500	s 125	all	27.0	3 4 960 10	10 % 6 1000	600
K. and China Gas Co., Limited.	5,100 1,900	£ 10		£ 9,177.31,1	£ 1,527.3.11	10 % and 2 % bonus for '64	\$86, cash; 90, Aug., buyon \$130 per share, buyon, ful paid up
ongkong Hotel Company, Lt	3,000			•••	<b>8</b> 1,321.41	\$6 half year June 30 1886	4010
ongkong Ice Company, Limited	15,000 5,000		all all	\$ 30,00		12 7 for 1886 12 % for 1886	\$128 ii sellers
ongkong Bakery Company, Ld izon Sugar Company, Limited erak Sugar Cultivation Co	500 7.000	<b>5</b> լ	all	8 6,00		1 % for 1886	

\* Equalisation of Dividend Fund.

Perak Tin Mining & S'ting Co. ..... 5,000 3

Punjom & Sunghie Dua Samatan } 40,000 8

HK. & Kow. Wharf & Godown Co. 17,000 8

H'kong Rope Manufactory Co., Ld. 3,000 \$

A. S. Watson & Co., Limited ..... 3,800 8

HK. High-Level Tramways Co., Ld. 1,2508

Chinese Imp. (Ch. Bank Loan) 1885 2790 8

Chinese Imperial 1884 B.....

+ Depreciation and Insurance Fund.

Rates of Int.

Payable.

June16&Dec 1

Oct. 15

March & Sept.

Jan. 18

all

Tis. 18 II

2,730.09 13 % for 1886 55 % prem., buyers

\$10, sellers, June

\$45 per share, nomical

\$58 cash, sales

12 % prem.

6 % prem.

o 7 prem.

, prem.

None

CHINA COAST METEOROLOGICAL REGISTER. MAY 13 .-- AT 4 P.M.

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•		Fred	Temperature	Framidity	É		1	daring a 24hr.
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io.	Hongkong			45		3	0	
el	Amoy			66	NE	4	***h	. —
	Foochow		75	34	NE	6l	c	
ir i	Shanghai	29.98	· 67	74	NE	3	Ъ	_
ď	Nagasaki	29.84		· <b></b> [	E	4		
	Wlostock.	29.83	40	. —_[·	hW	4		
3,		May 1	, т	•	. , ,	- I.	. '	
. 1	Dallana		٠.	٠.				

Haiphong. | - | Hongkong 29.96 75 | 36 | ENE | 4 | c | \_ Amoy ..... 30.03 71 53 NE 3 C \_\_ Shanghai...30.01 65 73 NE 2 b —
Nagasaki...30.01 — N 2 The barometer has risen and gradients for N.E. winds are moderate. The tem-

cloudy weather prevails. -W. DOBERCK, Government Astronomer. Hongkong Observatory, May 14.

1. Barometer, reduced to 32 degrees Fahrenneit, and to the level of the sea in inches, tenths 2. TEMPERATURE, in the shade in degrees, S. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being

4. DIRECTION OF WIND, to two points. 5. Force or Wine, according to Boarfort 6. STATE OF WEATHER. b blue sky, c detached clouds,  $\mathcal{Z}$  drizzling, rain, f fog, g gloomy. hhali, I lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet). 7. RAIN, in inches, touths and hundredths.

## Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places :--\* Madeira. \* Azores Is. \* Malta. Belgium. \* Mauritius. \* Natal. \* Newfoundland. New South Wales. \* New Zealand. North Borneo.

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Hongkong. \* Switzerland. Holland. Tasmania. Honduras, (Br.). United Kingdom. \* United States. Victoria. Western Australia. \*West Indies (British, Danish, and Dutch). 2-Orders on the Countries marked \* are forwarded through the London Post Office. and are paid less a small discount of about

2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.--The commission charged is as follows

Up to £ 2, or \$10, or R 20,....0.20 cents. ., £ 5, or \$25, or R 50,.....0.40 £ 7, or \$35, or R 70,.....0.60 £10, or \$50, or £100,.....0.80 — P150,... \$1.00. 4.-No Order must exceed £10 or \$50

(unless drawn on India, when R150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail. 5.—Money Orders on the United Kingdom for even sums not exceeding £5 are which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding \$50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent. for cashing them ; or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

+ By means of Postal Notes.

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By E. H. PARKER

Can be obtained from KELLY & WAISH for San Francisco, via Yokohama, on at Shanghai and Hongkong, at LANE. CRAWFORD & Co., Hongkong, and at the China Mail Office.

## Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA COLOMBO, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLES, AND PORTS DUNKIRK AND ANTWERP.

SAGHALIEN, Commandant Homery, 5 p.m., same day; all Parcel Packages with MAILS, PASSENGERS, SPECIE, should be marked to address in full; value an i OARGO, will leave this Port for the of same is required. »bova places.

principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 25th May, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX; Agent.

Hongkong, May 13, 1887.

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

THE CANADIAN PACIFIC RAILWA AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

ITHE British Steamship ABYSSINIA 3,651 Tons Register, ALEX MARSHALL, Commander, will be despatched for VAN-COUVER, B.C., vid KOBE and YOKO HAMA, on WEDNESDAY, the 18th May, at 3 p.m. To to followed by S.S. PARTHIA 4th June, and S.S. BATAVIA, 25th

These steamers, formerly in the CUNARD Service, lately ruceived New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots. -Connection will be made at Yokohama with Steamers from Shanghai and Japan perature is moderate, the humidity low and Ports, and at Vancouver with San Fran-

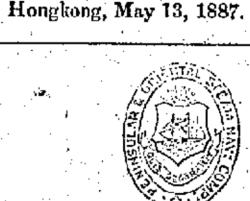
cisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY. The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line over constructed Mail Office. on the American Continent, and specially The Notes and Queries are still continued Ishibashi, A. Consular Invoices for Goods to United

States points should be made out in quadruplicate, and addressed to Mr. D. E. Brown, District Freight Agent, Vancouver, B.C., and sent to us, Freight will be received on board until 4 p.m. on the 17th Instant.

All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until p.m. the day previous to sailing. For information as to Passage or Freight

apply to: ADAMSON, BELL & Co.,

Agents.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR,

BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON: BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA. N.B.-Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES,

TRIESTE, HAMBURG, NEW YORK AND BOSTON. SPECIE ONLY LANDED AT PLYMOUTH.

DECCAN, Captain Case, with Her the 19th May, at 4 p.m.

10 a.m. on the day of sailing. until Noon on the day of sailing. eral Cargo for London will be transhipped New Books include a most generous and at Bombay, arriving one week later than appreciative review of "The Divine Classic Cathay Post. by the ordinary direct route vid Colombo. of Nan-Ilua," and the Notes and Queries Christian Leader. For further Particulars regarding are as usual very interesting.'-North-China Christian World.

FREIGHT and PASSAGE, apply to the Daily News. TION COMPANY'S Office, Hongkong, required to be declared prior to shipment.

pany's Black Bills of Lading. granted by means of Postal Notes, as to gage can do so on application at the Company's Office. E. L. WOODIN.

Acting Superintendent. Hongkong, May 11, 1887.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YOROHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be desputched TUESDAY, the 24th May, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES. -- Passengers, have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking

within one year, an allowance of 10 % will

be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Ruturn Fare. These allowances do not apply BORDEAUX, to through fares from China and Japan to Europe. Freight will be received on board until 4 ON THURSDAY, the 26th of May, p.m. the day previous to sailing. Parcel 1887, at Noon, the Company's S.S. Packages will be received at the office until

Consular Invoices to accompany Cargo Cargo and Specie will be registered for destined to ports beyond San Francisco London as well as for Marseilles, and ac- should be sent to the Company's Offices in cepted in transit through Marseilles for the Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage

and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN, Agent.

Hongkong, May 5, 1867.

SAILOR'S HOME. NY Cast-off CLOTHING, BOOKS, Papers will be thankfully received at the Sailor's Home, West Pcipt. 905 | Hongkong, July 25, 18.8.

THE CHINA REVIEW.

CUBLISHED BI-MONTHLY TENTH YEAR. HIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of ' Notes and Querieson China and Japan.' has reached its Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the Far East' and

about which every intelligent person con-nected with China or Japan is desirous of acquiring trustworthy information. It in- Bowler, T. I. cludes many interesting Notes and original Brown, Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Bunce, Miss Mythology, Natural History, Antiquities, Canbert, Mrs L. 1 and Social Manners and Customs, etc., etc., Carvallio, A. 1 of Chim, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending

The Review department receives special Fousing, Mr. attention, and endeavours are made to Haggon, W. prosent a careful and concise record of Hardy, J. Literature on China etc., and to give Hebert, R. P. critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works Hock Ho to Editor. China Review care of China Holland, Wm. to Editor, China Review, care of China Holmes, E. W. 1

and form an important means of obtaining from and diffusing among students know- Johnson, ledge on obscure points. The Correspondents' column also affords Jones, Gonl. A. C 1 farther and greater facilities for the interchange of views and discussion of various | Kellar, Mrs J.

Original contributions in Chinese, Latin, Kimerling, J. 1 reg. or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, Dixon, J., Stockton-on-Treut, 1 paper. and also by the Missionary bodies amongst Mobsby, G., Shanghai, I letter. whom a high degree of Chinese scholarship Smith, Harry, Northampton, 1 parcel. is assiduously cultivated. Amongst the Tam Hip Pun, Foochow, 1 letter. regular contributors are Drs. Chalmers, Tam A Lin, Foochow, 1 letter. Eitel, Bretechnoider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,-all well-known names, indicative of sound scholarship and thorough mastery of their subject. The Subscription is fixed at \$6.50 per annum, postage included - payable in ad-

Orders for binding volumes will be promptly attended to; Address, Manager, China Mail Office.

Crinions of the Press. 'All our learned societies should subscribe to this scholarly and enterprising Remew.'-Northern Christian Advocate (U.S.) The China Review \* \* \* has an excellent table of contouts. - Celestial Empire. 'The Publication always contains subjects of interest to so journers in the Far East and the present issue will hold favourable if not

advantageous comparison, with proceding

'This number contains several articles

numbers.'-Celestial Empire.

of interest and value.'-North-China Herald. 'The China Review for September-October fully maintains the high standard of excellence which characterises that publi-THE PENINSULAR AND ORIENTAL STEAM totion, and altogether forms a very Alpha chapter 1886. 1 Navigation Company's Steam-ship interesting and readable number. Meeorologists will find an interesting and Angle-Lusitano. Majesty's Mails, will be despatched valuable contribution by Dr. Fritsche, Auckland Times and Herald. from this for BOMBAY on THURSDAY, on "the Amount of Precipitation (Rain Bangkok Times. and Snow) of Peking," showing the results Baptist Magazine. Cargo will be received on board until of observations made at the Imperial Rus- Bombay Gazette. sian Observatory at Peking, from 1841 to Br. Med. Journal. Parcels and Specie (Gold) at the Office 1880. "Notes on the Dutch Occupation British Weekly." of Formosa," by Mr. Geo. Phillips, contains | Bulletin de l'Assa. Piense. Ten, Silk and Valuables for Europe some interesting information, although Bulletin Salesien. (according to the currency the Order is will be transhipped at Colombo; Gen- much of it is second-hand. The Notices of

> PENINSULAR & ORIENTAL STEAM NAVIGA- A substantial and reliable Review which Cliftonian, all students of China and the Chinese would Daily Chronicle. The Contents and Value of Packages are do well to patronise. - Chrysanthemum. Daily Courier and Herald. The Nevember December number of Daily Telegraph. Shippers are particularly requested to the China Review contains less variety than Daily News. note the terms and conditions of the Com- usual, but the few articles are very interes. Diary No. 8 (Lett's 1887) 8 Bks. ting. The opening paper by Mr Herbert Passengers desirous of insuring their bag- A. Giles on "The New Testament in Chi- El Imparcial." nese" treats of a question that must neces. El Liberal. sarily be of great importance in the eyes El Siglo Futuro. of all missionaries. Mr E. H. Engineering. Parker's "Short Journeys in Szechuen" Faufulla Domenica. are continued, and a goodly instalment of Franc-Parleur. these travels in the interior of China is France Zeitung. given. Mr F. H. Balfour contributes a Globus. paper of some length entitled "The Em- Greenock Telegraph, peror Cheng, founder of the Chinese Em- Il Buon Pastore. pize," which will be read with genuine Il Pungalo. interest by students of Chinese history. Il Popolo Romano. A few short notices of New Books and a Inverness Courier.

> > "On Chinese Oaths in Western Borneo Journal of Fabrics. and Java" might appropriately have been placed under a separate heading, complete La Petit Marseillais. the number.' -H.K. Daily Press. Trubner's Oriental Record contains the Le Figure. following notice of the China Review: - L'Etoile du Sud. The present publication, judging by the L'Echo d'Oran. number now before us, is intended to Life of Faith. occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Millennial Star. Calcutta Review. The great degree of attention that has been bestowed of late years Money Market Review. upon the investigation of Chinese literature, | Morning Post. antiquities, and social developments, to say Navy List. nothing of linguistic studies, has led to the New Publications. accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest Record. may fairly be looked or from the members Referee.

of the foreign consular services, the Chinese Regimental News. Customs' corps, and the missionary body, Revue Militaire Suisse. among whom a high degree of Chinese Samples of Cloth. scholarship is now assiduously cultivated, Samples of Cartridges. and who are severally represented in the first | Scraps. number of the Review by papers highly Speciator. creditable to their respective authors Some translations from Chinese novels and Staffordshire Sentinel. plays are marked by both accuracy and fresh. Standard. ness of style; and an account of the career of Sydney Mail. the Chinese poet-statesman of the eleventh Tasmanian Mail. century, Su Tung-p'o, by Mir. E. C. Bowrs, is not only historically valuable, but is also distinguished by its literary grace. Boside notices of new books relating to China and do. Wohnflab the Review, if carried out with punctuality Weekly Graphic. and detail, we are glad to notice that Weekly Dispatch. 'Notes' and Queries' are destined to Western Morning News. find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary real to that which was displayed during the lifetime of its predeoessor in the field, and that the China Review may receive the support necessary to bente

NOW READY. THE COMMERCIAL LAW AFFECT ING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKEUPTOY LAWS IN HONGRORG.

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its continuance.

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